The Standard

PACKET EDITION

Per F.M.S. "CONGO."

Nº 6,515

BUENOS AIRES—FRIDAY, MARCH 7, 1884.

XXIII. YEAR.

PARRY & Co.

Articulos Incomparables

1	Té Congou	La Patria
2	Cervesa Negra	Marca 'Chancho'
3	Cervesa Blanca	Marca 'Nato'
4	Real Holanda	Marca 'Chancho'
5	Oporto 'Invalid'	Para Enfermos
6	Coñac Fino	Marca Parry & Co
7	Corned Beef	Argentino
8	Coñac Legitimo	Marca 'Chancho'
9	Vino Margauz	Washington Morton
10	Jamones Ingleses	Adamson
11	Jerez Superior	Amontillado
12	Bitters	Angostura
13	Salsa Inglesa	Lea & Perrins
14	Champaña Fino	Eugene Clicquot
15	Mostaza Colmans	Marca 'Toro'
16	Cacao de Epps	Homeopatico
17	Jabon Windsor	Eugena Rimmel
18	Conserves	Crosse & Blackwell
19	Galletitas Inglesas	Huntley & Palmers
20	Cura Sarna	Tabaco y Azufre

PIDEN y EXIJEN LOS VERDADEROS PRODUCTOS

Se venden en todos los principales Almacenes

Delicado Refresco

CON Y

AZUCAR SODA

BAZAR INGLES

189—Florida—189.

English Dinner Services at $ ⅌ 320, 380, 750, 1100, 1200, 2200, 2500 and 5000.
English Toilettsets from $90 to 1100 ⅌ per set
Do Tessets complete from 150 to 1200 do.
Do Breakfast services, 600 to 1400 do.
Do Table-knives, Rodgers and other marks, from $50 to 400 ⅌ per doz.
Do Electro Plated Cutlery, Browett, Barker and other famous makers.
Ornaments, Crusts, Doormats, Mortars and Pestles, Kenrick's Enamelled Kitchen Utensils, etc.

All in the Latest Styles and warranted Good Value.

The Standard

Nil falsi audeam nil veri non audeam dicere.
CICERO.

FRIDAY, MARCH 7, 1884.

PRESS TELEGRAMS

Montevideo, 6th.

President Santos returned to-day.

Madame Moreno is worse. She caught 'pulmonia' at a ball.

Great political opposition meeting spoken off.

No telegrams from London about the Debt, but business on the Bolsa is very brisk and stocks rising.

Very few Porteño families here now. During the season, 6,000 Argentines spent 100,000 pats here.

Mr. Weldon, ex-manager of the L. and R. P. Bank, is expected on Saturday.

Rosario, 6th.

Minister Reyna expected here to-morrow to inspect Government offices.

Swiss, Belgians and French here about to form a School of Music.

New political paper announced.

Nothing new in politics.

REVIEW FOR EUROPE.

Public attention in the River Plate is at present occupied with the new export of frozen mutton. The sale of the two steamer cargoes in England, at tolerably good prices, and the arrival here of several wealthy Australian and New Zealand sheepfarmers, have awakened the sheepfarmers and estancieros to the great importance of this rising trade in a country like this, with one hundred millions of sheep, and plains and pasturages for ten times that number, which to the present have been lying wild and deserted. The trade at present is so much in its infancy that it is premature to speculate on the great changes its development will assuredly effect; already good available camps suitable for the rearing of Lincoln sheep, both in this province and Santa Fe, show improvement, and it is not unlikely that sheep, which are at present selling at about 5s. each, will also improve in value. In fact everything in this country is so low and cheap when compared with New Zealand and Australia that there cannot be the slightest doubt, the new mutton trade, when it gets a little headway, will add immensely to the value of our sheep and camps.

President Roca is still in the mountains of Cordoba, but is expected back in a few days, and Governor Rocha, the Governor of Buenos Aires, has gone off to the camp to see about some new country towns about to be formed. The Provincial Government has published a decree ordering all the Government employees to move out before the 31st inst to the new capital, La Plata, and as the cargo of wooden houses from the United States has arrived and is being unloaded at Ensenada, it is presumed there will be houses for the clerks of the different departments.

Dr. Plaza, who so ably manages the Nacional Hacienda, continues all the great National Public Works of the country with the greatest energy, and although the loans ordered by Congress for the prosecution of these works have not yet been launched, he meets every payment, owing to the magnificent revenue of the nation, which is constantly increasing, and his great economy of the public moneys.

The Nat. Government is just now despatching a most important expedition to the Tierra del Fuego coast and has spared no expense in supplying the new penal colony with every necessary; we refer to the matter in another column.

The works of the Nat. Government Railways are progressing so fast that next month the trains will run to Mendoza on the Andine line, and to a point near to the frontier of Salta on the Tucuman line, whilst the branch to Santiago del Estero will very soon be open to the public. The Riachuelo Port Works are also carried on under Airey.

The shipping and general trade of Montevideo is brisk, the harbor is crowded with steamers and sailing vessels, and some frozen mutton has been shipped to England in one of the Royal Mail steamers from Montevideo, the account sales of which is anxiously looked forward to by the estancieros.

Estancia lands have much improved in price, and also house property in the city of Montevideo. Affairs in general in the Banda Oriental are most prosperous.

THE CHARMING SOUTH.

VI.

Bahia Blanca! The name has a charm, but the place has none. King Dust reigns supreme, and sand and dust are raised in whirlwinds, hiding the sky, the sun and all the immediate surroundings. This very dust is a symptom of progress, as it springs from the traffic in the town. A carriage driven at an average speed suffices to envelop the town in a cloud, and a sickly, grey veil of atmosphere seems to hang all the time over the rising settlement; the winds blow with a vengeance and are as fitful as a woman's temper, changing rapidly in all directions. Bahia Blanca life under such conditions, it can be easily imagined, is not very agreeable, but man gets accustomed to everything, and we were very much astonished to hear the people say "what a fine day," "scarcely any dust," "what a heat after three weeks' dust-storm," etc. The winds are so strong and the dust is so irritating that the workmen on the railway do 25 o/o less work than on other parts of the line: at times work must be dropped owing to this calamity of dust and wind. But the town goes ahead rapidly in spite of these drawbacks.

A twelve-month has elapsed since we were last in Bahia Blanca; since then one thousand new houses have been built, the plaza has been arranged, the station built and many other changes have taken place which have completely transformed the town. On all sides one sees the clear proofs of the great progress made in the many hundreds of new houses going up, and in the increased traffic and movement in the business houses. A splendid new Hotel—the Hotel de Londres—has sprung up, and we can say with confidence that the service is up to the mark. The owner, Mr. Dumont, is coining a fortune; the dining room measures 40x14, and about eighty people sit at the tables to dinner every day. This spacious hall will, no doubt, be taken by the Southern Railway Company for the inauguration of the line; it is the largest and finest in Bahia Blanca. A new coffee house has been built with eight billiard tables; another café has five tables, etc. New houses of business have been started and goods are being shipped direct from Montevideo. Messrs. Michaelsen & Co. of Montevideo have established a branch here under the management of Mr Kellner, who is doing a good business. Spinetto has also a 'negocio,' and so forth. The houses of Buenos Aires are gradually finding out the convenience of establishing agencies in this go-ahead place. There is one immense drawback—the dearth of labour and of freight. To carry merchandize from the port to the town costs no less than 350 ⅌ per ton, and cartmen, 'peones,' etc, are so very independent that they dictate their own terms. The opening of the railway will, no doubt, remove this great difficulty, but five thousand Italian emigrants are much needed to supply more hands. The 'peones' here lead a splendid life; from 20 to 50 ⅌ is nothing for ten minutes' work. With regard to living this is not a land of plenty; vegetables are dear; eggs sell at 12 to 14 ⅌ a dozen, butter at 20 ⅌ per lib., milk exorbitantly dear, but meat very cheap, cheaper by far than in Buenos Aires. The chacareros doing a roaring business: A square of good land under 'alfalfa' and vines readily rents at 5000 ⅌ per annum. The place is as yet in embryonic formation, and little can be said of the present state of affairs unless compared with the past, which was a blank. That the place is going ahead rapidly none can deny and the probabilities are that Bahia Blanca will be another Rosario before five years. All those who have invested money in Bahia Bianca will get a splendid return if they wait. At present there is a decided lull in the land speculation; the soap bubble has burst, and so much the better, as affairs are now carried on on a sounder basis. The frauds of the former authorities, the forging of title deeds, have also created an atmosphere of distrust which can only be removed by the honourable conduct and upright proceedings of the present authorities, who are all good men. Bahia Blanca is growing, but too sudden a push has been made by Buenos Aires speculators—they, as in all speculations, have inflated prices, but even the very highest prices paid are nothing compared to what will be reaped in a few years, if the town continues to advance at the present rate. The Provincial Bank turned over in the half-year of 1883, ending Dec. 31st, over 13 millions of patacones; not including operations done by the National Bank; this figure alone speaks volumes for the advance of a place where last year $20,000 were a fortune, and the Bank had only begun operations. All the 'corralones,' hotels' 'almacenes,' etc., are doing a sound business, and profits may be calculated at 10 and 15 o/o.

Thus the Liverpool of the South has a sound and not distant future of great commercial development; the men who were formerly poor and vegetated are now wealthy and prosperous. There are many fine private dwellings in the town, and an atmosphere of comfort and "savoir vivre" is spreading rapidly with the influx of capital, and the steady increase in the value of land in the town and in the adjoining camps. The Southern Railway will turn the place inside out, and before long Bahia Blanca will be the second town of the Province and the third in the Nation. Bahia Blanca is a remarkable instance of the rapid changes in this country, and people in Buenos Aires should visit the place at present, in order to compare the changes on a future visit to the town; it is only by this means that one gleans the progress of a place which to all intents and purposes will appear to a tourist a dusty, horrid place, unfit to live in.

RAILWAYS IN THE INTERIOR.

We take the following interesting particulars of some of our National Railways from our esteemed colleague *El Eco de Corboba.*—

Tucuman Railway.

Pessimists have been prophesying that many years should elapse before the railway that has instilled industry and life into Tucuman would cease to be an onerous charge on the National treasury. Such opinions were advanced on plea of the embryonic state in which every industry then was at all the points that the line touched. A few years, however, have sufficed to shatter such forebodings, and the annual statistics now show the magnificent results in growth and life that the line has given.

The first shrill whistle of the locomotive startled the inhabitants from the lethargy in which they were submerged, awoke a spirit of enterprise in their breasts which found vent in an extension and perfection of their factories, and lit the lamp that showed new paths and tracks for the development of commerce.

This economical revolution, therefore, affixed a stamp of progressive evolution on industry which, increasing year by year, now shows such flattering returns that the figures alone are sufficient proof.

In the year 1883 the F. C. Norte gave the following returns:—

First-class tickets	18,412
Second-class do	39,060
First-class return do	5,718
Second-class do do	6,644

	Kilos.	$ m/n
Goods traffic	124,081,940	923,044.32
Parcels	330,235	24,087.19
Over luggage	125,465	5,645.02
Telegrams	17,147	7,724.82
Storage	..	2,634.52
Special trains	..	2,497.05
Rents	..	1,897.46
Miscellaneous	..	724.42
Gross total		1,170,892.82
Expenses of development, &c		550 308 88
Giving a remainder from the gross total of		620,583 94

that is, the expenses amounted to 47 o/o of the product.

The extraordinary expenses for construction, repairs, &c., amount to 144,639.38 m/n., which, taken from the product already given, leaves a net product of 475,844.54 m/n, say 59·35 o/o of the gross total. It must be remembered, too, that this last item subtracted is really a gain for the line, invested as it is in extension works and repairs that all tend to the improvement of the service.

The gross product per kilometre amounts to 2,144.49 m/n.

Such splendid results speak highly in favour of the management of this line, and it is only justice to the chief and other employees that due recognition of their great services should be made, now at the very moment when such are most understood.

Chumbicha Branch.

All the necessary measures for the transport of passengers, goods and luggage intended for the service of this branch have been already arranged by the management of the F. C. del Central Norte. Every assistance will be afforded in forwarding the works, and thus everything is prepared to relieve Rioja and Catamarca of the economical depression caused by a total want of means of locomotion and like advantages cheap and easily available. After some time the railway itself will create a necessity for prolongation to the rich and thickly settled centres of both provinces.

Branch to Santiago.

The works on this branch appear to be going ahead vigorously in view of the quantities of materials despatched thither. The following materials were received yesterday in the 'Intercambio' Office for despatch to the different points on which they are at work at present:—

Rails, 1250; 'eclisas,' 125 packages; 60 boxes of nails and 15 of screws. On the Frias to Santiago Branch all the rolling stock necessary for the progress of the works has been delivered to the superintendent. These measures have been adopted by the management of the Central Northern, to further, as much as possible, the prosecution of these works.

THE RIO NEGRO.

Interesting particulars about the Rio Negro and Roca Colony have been published in the *Prensa* by Mr. Hilarion Furque, Chief Engineer of the Irrigation Works at present being carried out there. These works mean population, activity and commerce for one of the finest and most fertile tracts of land in the Republic, and which will, in a short time, provide finer vines and olives than either those of San Juan or Mendoza.

The following is his correspondence:

Feb. 20th, 1884.

To the Editor of the *Prensa*.

The Rio Negro is formed by the rapid rivers Limay and Nauquen, having numerous affluents, all of which have their sources in the Andes, joining at a point called the "confluence" situated 38° 39' South Latitude and 9° 56' West Longitude of Buenos Aires, and being some 340 metres above the level of the sea. From there it runs in an Easterly direction slightly inclined to the South, and forming innumerable islands until it runs into the sea at 40° of latitude and 4° 22' longitude, some 35 kilometres from the towns Biedma and Patagones situated on each of its banks; its entire extent is 550 kilometres from its confluence.

One hundred kilometres above the confluence begins the serviceable valley, which may be said to be one long stretch, though interrupted at intervals by the hills which run towards the river.

The Rio Negro is destined to lend important services to the towns which may be formed in its valleys, as it can be navigated by vessels drawing from four to five feet, though its current in some places is as much as 4,200 metres per hour, and some sand banks, which can easily be removed, are met with.

Regarding the bar, the difficulties which it presented have already been overcome, and ocean steamers drawing a fair average can easily pass it.

At present the only steamer that goes from Patagones to Roca is the Rio Negro. She takes 8 days to do the journey, steaming 8 hours per day, the remainder of the time being occupied in cutting wood for fuel; she does not travel by night, as the channel is very difficult to follow. When coming down she does the journey in three or four days.

In May or June next two new steamers are expected out from England purposely made for this river. One or two more have also been ordered by private parties. When they arrive the many difficulties which one at present meets with in trying to reach Roca will be done away with.

The overland route as far as Roca offers no difficulty whatever for vehicles of every description, as the road is good and secure and well settled on throughout its whole length; besides the forts, which are situated some 70 to 80 kilometers from each other, along the road are sufficient guarantee to travellers for their lives and goods. From Patagones to Roca a passenger has never yet been attacked on the road.

I will now show how well suited this district is for agricultural pursuits, and I firmly believe, according to my judgment, that the day is not far distant when it will outrival all others in this line. In fact, there is not in the whole Republic better land, nor perhaps as good.

It has always been supposed that the Provinces of San Juan and Mendoza possess the richest soil in all South America, but a look at the map showing their geographical position will be sufficient to show, even allowing that their soils are richer and productions better, which they are not, that they can never compete in cheapness with the Rio Negro owing, to the enormous difference which exists between the fluvial and railway transport.

The extent of arable land at 100 kilometers above the confluence is six times larger than that of San Juan, and with much more agricultural advantages, owing to the facility in irrigating it. There are valleys here measuring from 50 to 150 kilometers in length by 6 to 10 in width, bounded on one side by a hill 50 meters high and on the opposite side by the river which runs at the foot of another hill, with an incline of 0 m. 70 in a thousand in a longitudinal sense, and 0 m. 40 from North to South with very few obstructions to interrupt the natural course of the waters, so that there is nothing easier than to cut channels from the river which will carry the water to the foot of the Northern hill, irrigating all the land from there, the water returning without the aid of man to the river by means of a natural incline, a circumstance which greatly aids the cultivator and which is very seldom met with in nature. This advantage alone reduces the cost of tilling the land some 60 per cent. The soil is composed of sand and earth and forms horizontal layers, the first or superficies being composed of "huano" and fine sand, chalk and lime, and is 1 meter 40 centimeters in thickness; then comes sand with a little chalk and lime, and lastly comes the "grava" so that in no place is this impermeable soil to be met with until a depth of a meter is reached. For this reason and the scarcity of rain the soil is dry.

With reference to the climate, I have been fortunate enough during the past year to have taken some meteorological notes. During the past year we had three rain-falls of a torrential character during the summer, and eleven light but prolonged ones in the winter; it snowed twice in the month of July; hail stones very rarely fall. The wind is constantly blowing in spring and autumn, and scarcely felt in winter and summer; it never assumes the character of a hurricane; it generally blows from the south-east, changing now and then to the north. I had no instruments with me whereby I could make notes regarding the temperature, but competent persons assured me that the thermometer never went below 10° zero (during last year it never sank lower than 3) nor ever reached 40, the seasons being perfectly marked, passing gradually from one to the other.

Having lived several years in Mendoza, I went in April to Roca, remaining there during the winter and then returned to Mendoza in September, stopping there until November when I again went back to Roca, and during that time I did not experience the slightest change in the temperature. Although I am fully persuaded that the average temperature on the banks of the Rio Negro is exactly the same as in Mendoza, yet I believe at the same time it is not so regular, and this is due to the scarcity of woods and plantations, which, without a doubt, regulates in a certain manner the rain fall during the year: At the same time moderating the great heats in summer by the evaporation caused by the trees and reducing the cold in winter by the heat which the trees always retain. According to my opinion the moment this stretch of land is cultivated, the temperature will become much more regular. The Frenchmen who are at present working at the irrigation works state that the cold in France is much more severely felt than on the Rio Negro, whilst the Spaniards declare that it is more or less the same here as in the centre districts of Spain.

The next question to be solved is, is the valley of the Rio Negro suitable to grow cereals and vegetables? With regard to producing cereals and vegetables of every description, this question has already been solved and the best results obtained during the past three or four years, the islands always giving better results than plantations on the river banks, owing to the moisture of the soil, this instance alone proving how much irrigation is required. But the future of these valleys will not depend on these productions, though the results will always be good, but on much more valuable and richer ones, and to which the soil is much more adaptable—I refer to the vine, olive and alfalfa fields. We will see what are the conditions of climate and soil necessary so that these productions should reach perfection, and how well suited the valleys of the Rio Negro are to same.

In Europe experience has proved that to produce good vines, they must be planted between 35 to 40 deg. of latitude, and from 300 to 800 meters above sea level, in a minimum temp. of 7° below Zero, and a maximum of 43° and that the soil must be dry, permeable, calcareous, and have a good deep bottom, as the roots of the vine and olive require plenty of room to spread, artificial watering always improving the quality of the vine. The provinces of San Juan and Mendoza are not within this limit with regard to latitude, but are very near the proper sea level to produce good crops. The Rio Negro does not lack one of the necessary requisites above specified. So marked is the difference of the soil for crops, that in San Juan the "vino de desamparados" is worth 25 per cent. more than that of Santa Lucia, though the distance between the two towns is only five kilometers, the difference being that the soil of the former is sandy and calcareous, with a good depth, whilst that of the latter is very chalky, and "gréda" predominates, consequently making it more humid and less permeable. The same thing is noted in Mendoza about the vines planted in the towns near the capital and in San Martin and Junin. It is for this reason that the Mendocino and San Juanino always prefer the soil to plant their vines where the zorilli, the algorobo and pixuillin flourish, as the soil is invariably dry, calcareous and permeable.

In agriculture, it is very difficult to say, with any certainty, the quality of the productions that a soil may produce, as even though the chemical composition, latitude, height, climate, &c., may be exactly the same in two places, yet the slightest accident, impossible to discern, will make the greatest difference in the productions of the two places. However, there is a means by which we can discover the similarity of soil, temperature, &c., and that is, by the natural productions. Thus, if two different soils produce the same natural productions, it can be taken for granted that whatever is sown in these soils will be of the same quality. Thus, in comparing the soil, plants, and even animals of Mendoza with those of the Rio Negro, they are found to be exactly the same, and if Mendoza can produce such good vines, it naturally follows the Rio Negro valleys will do the same. The water, which carries down on its current a large amount of fertilising elements, is even better than that of San Juan and Mendoza.

Thus if the exigencies of science and the comparisons which we have made are satisfactory, there can be no doubt that the valleys of the Rio Negro will, in a short time, be smiling vineyards, perhaps the most important, that the nation can boast of' as I firmly believe that the quantity of wine will not be inferior to that of Mendoza, whilst its geographical position is unquestionably better. Following the same basis, I can say the same with reference to the olive, which flourishes splendidly in Mendoza; and as to all falfa, it is a mine of wealth in itself and grows splendidly, especially in the low-lying lands. This is a very necessary production here, as it is greatly required to fatten the cattle destined for the Chilian markets. Over 4,000 head of cattle were passed over this year to Chile, the greater number of which came from Bahia Blanca. They were first driven to Roca, where they were left for a short time to pull round, and, when fat, driven direct into Chile. Everyone knows the advantages of fattening cattle on alfalfa, and as the stock in Roca is of little importance, it would be a splendid business to drive cattle up there in the autumn, fatten them on alfalfa during the winter, and pass them to Chile in the spring, where they would be sure to fetch splendid prices.

For nearly a century, the only industry which the provinces of San Juan and Mendoza could boast of was the cattle trade with Chile. They drove the cattle from the neighbouring provinces, and even from Buenos Aires; the average loss being 12 per cent., besides the cattle, when they reached their journey's end, were always in a shocking condition, owing to the poor camps which they were driven across. Now the loss of cattle driven from Bahia Blanca to Roca was only 2 per thousand, and they were in as good condition when they arrived as when they started.

The National Government, no doubt, urged on by these bright prospects, has opened a canal, starting from the confluence it runs over 52 kilometers, and waters from 30,000 to 35,000 hectares of land. In the spring or perhaps before the irrigation works for the Roca colonies will be commenced, and the first vines will be planted there.

In this short description, I have only made reference to the valleys of the Rio Negro, there are still those of the Limay and Neuquen to be taken into consideration, whose natural richness in timber and pasturage leave nothing to be desired. The woods are of the richest quality, and are, according to the opinion of qualified persons, superior to those of Switzerland. The apple and pine grow in rank luxuriance, and the traveller crushes the wild strawberry every step he takes.

I have little hopes that this short description is of much value, but if it tends to make those regions better known the object for which I have written it is accomplished.

Hilarion Furque.

MONTEVIDEO.

British Hospital R port, ending 31st December, 1883.

The Committee of the British Hospital have the honour to lay before the subscribers to this institution the Annual Report for the Year ending 31st December, 1883:—

Number of persons under treatment 1st Jan., 1884		13
Admitted during the year		273
		286
Of which—		
Discharged	267	
Died	9	
Under treatment Dec. 31, 1883	10	
		286

The number of in-door patients treated during the past year was 283, in addition to 60 out-door patients receiving medical advice and assistance.

The financial statement for the past year is as follows:—

Receipts—	$ m/n	
From general subscribers	1,136.50	
Shipping	5,306.02	
In-door patients	2,218.50	
Donations	700	
		9,451.02
Expenditure—	$ m/n	
Building account	347.50	
Furniture account	219.64	
House expenses	3,081 77	
Charges account	203.29	
Medical officer and servants	1,885.00	
Medicines & instruments	482.00	
		$6,229.42
Excess—Receipts over expenditure		$3,221.60
Present financial position of the Hospital—		
Cash in hand of Treasurer, and Bank deposit on time, bearing interest at 4 o/o per annum		$3,681.58
Estimated value of furniture		535.19
		$9,216.77

The number of patients treated in the Hospital during the past year, when compared with that of 1882, shows an increase of 20. The cost of maintenance of the patients receiving medical treatment averages about a dollar each per diem, somewhat in excess of the average cost for 1882. The amount received from shipping shows a small deficit, $82.31, say $5,306.02 as against $5,388.33. The expenditure—medical officer, servants and medicine—as compared with 1882, shows an excess of $217.57, say $2,377.22 as against $2,159.71, arising in part from new surgical instruments ordered from England. House expenses, $3,081.77 as against $2,992.85, an excess of $88.92.

Charges and Building Account less by $810.12 this year than for the past.

Your Committee avail of this opportunity again to thank Her Britannic Majesty's Consul, Theodore Lennon, Esq. for the important services rendered the institution, collecting tonnage dues from the British shipping—to the U. States Consul, General Russell, for his continued support—to the Editors of the *Standard* and *Herald* newspapers, supplying copies of their respective publications gratuitously—to the Rev. R. Laingbridge, British Chaplain, for attending to the spiritual welfare of the patients—to the medical officer, Dr Fleury, for his attention to the internal management of the Hospital.

In closing this report, your Committee congratulate the subscribers on the continued flourishing position of the institution.

Robert Littlejohn,
Hon. Sec.

EDITOR'S TABLE.

The Congo will sail to-morrow afternoon. Mails will close at 1 p.m. French, English, German and all other steamers must brush up, or the Italians will lick the figure-heads, and the keels too, off them. The R. M. S. Neva and the Matteo Bruzzo (called after Cavaliere Matteo Bruzzo, Chairman of the Company) both sailed for Europe on Wednesday. The former will reach Southampton on the 5th prox.; the latter will reach her destination on the 25th inst., beating the Englishman by *ten* days. The French line will also be beaten, but not so badly. The only comfort is that both the Nord-America and the Bruzzo were built in England, the only country that can turn out ocean flyers.

Montevideo is certainly going ahead. The Custom House receipts there last month were the highest on record, and the number of new houses commenced (78) also the highest. This month the Customs receipts are expected to reach $700,000. Banda Oriental is on its legs at last

The *Nacion* has telegrams from Rio with the European news by the Cotopaxi, to 17th February. The attempt on the King of Italy's life occurred so: Four men placed a bottle full of explosives on the line over which the Royal train would pass; a Carabineer saw it and while engaged in removing it, was fired at by four men. The brave fellow fired back at them, and also removed the bottle before the train came up. An Italian war vessel has been sent to Souakim to protect the Europeans there. Sir Charles Dilke said in the Commons that the Khedive must defend the Soudan himself, but England will hold the Red Sea ports for him. The French Budget is to be balanced by new taxes. Spanish Cortes will be dissolved and new elections held.

We have received a copy of the *Nouvelliste* of Verviers which speaks highly of this country and the new city of La Plata. Our Belgian colleague draws the long bow when it says that there are 15,000 labourers at work on the new city, that its population will be 25,000 souls before the end of this year, and it will have cost a *milliard* of francs by the same time. This last assertion is certainly true. Our colleague adds that in ten years La Plata will have 100,000 inhabitants! All we can say is that "distance has lent enchantment to the view" of the *Nouvelliste*.

This is simply insufferable. A policeman arrested the driver and 'mayoral' of the Lacroze express car from the Once Station the other day, because they would not stop to take him up. The Commissary of course released both immediately, but this is no satisfaction for such a gross abuse of authority. The "bobbies" in this city require taking down ever so many pegs.

The electric light, system of A. Gérard, introduced by Mr Charles Travers, sole agent of the "Société Anonymo d'Electricite" for the Republics of the River Plate, whose office is in Calle Florida 23, has given a splendid result in every respect during the trials of the past three or four evenings in Mr Sommer's hat-shop. The general opinion is that this light is superior to any other shown in this city, for its remarkable steadiness and smoothness. Mr Travers assured us that the dynamo which he employs was not even cleaned on receipt, but has been put in movement in the same state as it was turned out of the case. This is an evident proof of the perfection of its make and solidity, and the simplicity of its mechanism, and speaks highly for French workmanship. The dynamo in use is of the newest perfected model. At the Vienna Exhibition the Society obtained several gold medals, and not only sold all the engines exhibited but got afterwards such large orders that they were obliged to remove their works from the interior of Paris to Courbevoie, where they now are established on a very important scale, so as to be able to execute all orders in the shortest time. If incandescent light can be given to the general public in as perfect a condition as has been shown by Mr. Traver's trial of the Gérard light, and at the same price as gas, it will undoubtedly have a great future in this country. But Mr. Travers assures us that he will be able to give the incandescent as well as the arc light 50 per cent cheaper than gas; in this case the immediate practical application will depend only on the formation of a branch society in this city, acquiring the right to exploit Gerard's brevets, and we will soon see the whole city and the splendid shops of Calle Florida, Peru, Victoria and Rivadavia lighted with this beautiful light. To those persons who employ any steampower in their workshops the installation of the electric lighting is a matter of very small outlay, and the cost of the light will be represented only by the daily consumption of combustibles for the steam or gas engine, which is trifling in comparison to the high price of gas in this city. We know a great many parties anxious to adopt this electric light system and doubt not that Mr Travers will meet merited success.

We are requested to state that the "Lett Memorial Fund" Committee will meet on Monday next, at 5 p.m. at Number 82 Peru (altos)

A "dockar" is the latest Spanish version of dogcart. What's in a name? A dog by any other name would bite and bark as hard.

The Post Office authorities have applied to the Government for leave to make a call for tenders for the establishment of two more postal services in San Luis. Horses, of course, are to be the medium. One will include the Capital, Villa Florida, Saladillo, Toma, Paso Grande and San Martin; the other will connect San Francisco with Minas Carolinas.

Burglary or house-breaking is certainly on the increase. The papers are full of accounts, but in no case have the burglars been taken.

In the war office news has been received from the Salta frontier. Some Indians who made an invasion by the Algarrobal, about a league to the north of San Pablo, were pursued by Sergeant Majors Bustamante and Mostoso, overtaken and defeated. Of the Indians some 40 were killed and 70 wounded. About 1500 submitted.

There was a stiff debate in the Corporation on Wednesday night, and one of the Aldermen boldly asserted that the Municipality is racing towards bankruptcy as hard as it can go. It is certainly no secret that the city finances are by no means as flourishing as they were under the old Municipality.

Beware of forged fifty cent silver pieces. There are a lot of them in circulation here and in Rosario.

Governor Roach will be back in town on Monday next.

A new evening paper will appear in a few days—the *Ultima Hora*.

The lamps, reflectors etc., for the lighthouses in Tierra del Fuego are now on view in Anglade's shop in Calle Cangallo.

Councillor Alencar, the new Brazilian Minister, arrived here from Montevideo yesterday morning. We feel great pleasure in saluting the distinguished diplomatist.

A funeral service for the late Senator Gomez will be held in San Nicolas Church on Monday next.

There is a tremendous row going on about the "clandestine Lotteries," and the whole public would be glad to see them squashed. "Junius," in the *Diario*, proposes a far better way of abolishing these swindling Lotteries than by arrests, fines, &c. He says that if the Capital Lottery gave one 1,000 Nats. drawings every second day, one 10,000 Nats. per week, and one 20,000 Nats. per month, all the other Lotteries would fall to the ground in a week. This is a fact, and the Lord Mayor would do well to act on Junius's excellent hint. Better to have too many drawings "on the square" than too many that have been "squared" before the drawing.

Mr. Luis Pella, of Lincoln, writes to the *Democrata* to say that he has squared the circle to his own complete satisfaction. We have no doubt of it. Lots of fellows have solved this problem in the same way before now.

At La Plata, the wooden houses from the States are going up fast. The workmen keep at it all day and all night, and the aspect of the forsaken place is rapidly changing for the better.

The diplomatic questions that arise principally on this continent are generally with regard to boundary limits. Haziness in geography, we suppose, contributes sometimes to the fact, as boundaries are usually geographical facts. Dr. Quigarra, ex-Bolivian Minister to this Republic, is about to visit Asuncion to arrange some boundary question between that country and Bolivia.

The *Republica* gives a most amusing account of the meeting held on Wednesday night by the fashionable "modistas" of the city. The Chairwoman called the meeting to order, and the *dis*-order began. All the fair ones spoke at once, and Babel was nothing to it. The Chairwoman rang the bell vigorously; there was a slight lull, and she proposed that the oldest should speak first. A Dumb Asylum was not more silent than the room at this appeal. Then the lady in the Chair proposed that the youngest present should speak first. Fifteen ladies sprang to their feet instantly and all addressed the chair at once, each dame and damsel shrieking out her age as a claim to be the youngest, one nice-looking girl of 26 declaring that she was only *fifteen* years old!! The scream of indignation that followed this announcement broke up the meeting.

The whole fashionable world is anticipating with keen pleasure the Kermesse of the Damas de Providencia on the 15th, at the National Theatre, for the benefit of the French Orphanage. The most costly and elaborate preparations are being made, and the prizes and articles for sale will surpass any as yet seen at a Bazaar in this city. It will be a Franco-Porteña fete of the most elegant kind.

THE BRITISH HOSPITAL.

The Hon. Treasurer of the British Hospital begs to acknowledge the receipt of the following sums:—

Collected by—	
Mr. A. James	$43.60 m/n
Mr. Sanders	9.26
Ma. Buchanan	8.26
Mr. Waghorn	32.78
	$93.90 m/n

March 1, 1884.

American Cooking Stoves

The Celebrated 'Uncle Sam' Ranges

Awarded THE ONLY GOLD MEDAL for STOVES of this class at the Paris International Exhibition 1880, and the ONLY SPECIAL PRIZE for the same, at Sydney 1881.

Confessedly the most perfect Cooking Stoves in the world. With ordinary care will last at least 15 years.

Duplicate parts always in stock.

The ease and comfort with which all culinary operations can be carried on by the aid of these Stoves with the greatest perfection and with extraordinary economy in fuel, can only be realised after actual experience.

The troubles of housekeeping become diminished by one half.

The largest and most varied Stock of Stoves and Ranges in South America, to select from

191—Calle Maipu—193

Between Cuyo and Corrientes

W. R. CASSELS and Co.

AGENTS

182 f18 xp

Extra Choice Kaisou Congou.

REGISTERED MARK

"*LA PATRIA*"

Strength and Fragrance

Clean unbroken leaf, free from dust and mixture

Guaranteed always the same

Because we contract year by year for our exclusive account the produce of the same gardens in CHINA.

For many years the principal dealers both in town and camp, have sold none but the LA PATRIA brand, an eloquent proof of the satisfaction it gives to their customers. The annoyance and inconvenience which they formally suffered, when they bought other teas (sometimes of good quality and sometimes totally useless) is thus done away with.

A package of "PATRIA" Tea although it is sold for 48 lbs contains 50 lbs. net of tea.

Protection against Fraud

See that the box has not been opened. If the lead has been cut it is an almost certain proof that it does not contain the genuine article. Those who fill with inferior tea the empty boxes bearing our brands, generally do it at the bottom, leaving the lid and top lead intact, so as the more readily to deceive purchasers.

Ask for PATRIA tea and see that you get the genuine article.

Sold Everywhere

14 My

The Standard

ESTABLISHED MAY 1861

Published every morning a the offices of he undersigned, 154 Calle Piedad.

NOTICE.

Standard Office, January 1, 1884.

Owing to the change in the currency, notice is given that the subscription to the *Standard* will be as follows:—

	Per Month.
ubscription Daily *Standard*, City	1.25 $m/n.
" " in the Camp	1.40
" " Foreign	1.75
" Weekly, City and Camp, in advance.....	80
" Single numbers Daily *Standard*	10
" Single numbers Weekly *Standard*.....	20
Yearly subscription, P. Edition..	5.05
" " to Daily (city)	15.00
" " " (camp)	16.80
" " to Weekly.....	9.60

M. G. & E. T. MULHALL,
EDITORS AND PROPRIETORS.

THEATRES

POLITEAMA ARGENTINO, Sabado 8 Marzo de 1884, Debut de la Compania Ecuestre Nord Americona, Directores y propietarios Fred y Jorge Carlo.

A las 8 ½ en punto.

DTF

Deutscher Turnverein.

Sonnabend d. 8. Maerz 1884

COSTUM

AND

Maskenball

Anfang 9½ Uhr prácise.

DER VORSTAND

39 md 7

St. Andrew's Scotch Church

The Trustees regret to announce that there will be no service on Sunday 9th inst. The Sunday School will meet as usual at 1 o'clock.

The Rev. J. W. Fleming is expected in Buenos Aires on the 15th inst. and hopes to conduct Service on Sunday the 16th inst.

64 m6 9

Dr. Juan B. Amespil,

Medico-Cirujano

Participa a sus relaciones y al público haber abierto su estudio en la Calle Rivadavia 1654.

Hcras de consulta, todos los dias de 1 a 3 p.m.

Pantelefono No. 1027.

178 f18 m8

Hotel San Isidro

Proprietor

HENRY VIGNOLLES

We have great pleasure in participating to our numerous customers who have been enquiring for rooms, that from to-day we have some unoccupied, for single gentlemen at $50 % per day including pension.

We also have special apartments for families at reasonable prices.

Our 'cuisine' is of the first order. Baths and everything appertaining to a comforcable suburban hotel.

Breakfasts and dinners at all hours.

Moderate Charges.

136 f14 xp

European Telegrams.

During the interruption of the Pernambuco and St. Vincent cable, the only telegraphic communication with Europe is via Panamá, by means of the National Telegraph.

46 m5 8

THE PHŒNIX

GENERAL LAND AGENCY.

Joseph Attwell and Bros.

Purchase and sale of Houses, Chacras, Quintas and Building Lots in all parts of the Republic.

National and Provincial Lands.

La Plata: Lots in every direction from $5,000 to 50,000.

47—San Martin—47.

47 m5 a5

Diego Gentles

English Plumber and Gasfitter.

Calle 25 de Mayo 124—126

Entre Cangallo y Cuyo

6o m6 may6

A. PRAT

TINTORERO

74--Calle Suipacha--74

UNICA SUCURSAL

Calle Chacabuco 176

Se tiñe, se limpia, toda clase de ropa y generos; se blanquean al estado de nuevo las cortinas de muselina.

Se compone Ropa de Hombre y Niños

BUENOS AIRES

62 m6 may6

For Sale

The fine screw steamship Gainford, 1000 tons register, at present in Maua's Dry Dock, Montevideo, where parties interested may have an opportunity of inspecting her.

For particulars please apply to the Captain on board or here to

TOMKINSON DUNGEY & CO.

90—25 de Mayo—90

52 m5 a5

OVEJAS AL CORTE—se vende una majada en el Partido de Lobos, de dos mil quinientas ovejas mestizas Rambouillet, se garante que es una clase especial tanto en peso de lana como en tamaño. Para tratar en la ciudad, Lavalle 312. 279 m1 11

Tercianeros

Three flocks remain yet for sale. Interested parties please apply to Mr William M Mooney, at his Estancia, Partido Morgannino; also two puestos to be rented; terms moderate.

43 m5 a5

TO BE SOLD a good second-hand English Hunting Saddle complete with bridle. Apply 146 Calle Maipu.

43 m5 12

CASA-Quinta—Se vende o se alquila una de las mas lindas de San Jose de Flores Calle 25 de Mayo 13. Para ver la casa y tratar ocurrir a la misma casa. 45 m6 18

CAMPOS—Se arriendan 2 leguas Campo Flor para vacuno y lanar; situado a 18 leguas del Pueblo Lincoln; se haran buenas condiciones. Tambien el propietario entraria en sociedad con una persona idonea y honrada. Dirijirse a S. G. Florida 291 de 8 a 10 a.m, y de 5 a 6 p.m. 60 m6 9

SE ALQUILAN los altos de la casa Calle Suipacha 495, con los muebles, reune todas las comodidades desables para una familia. En la misma casa daran razon de 9 a 12 a.m. 65 m7 16

A well recommended female Cook, German, wants situation in a small family. Apply Calle Charcas 310. 92 m6 9

LETTERS LYING AT THIS OFFICE.

Philip Callan, Esq., M.P.	
Mr F E Morgan	Miss Delia Coffey
Dr. Gannon	Miss A Wozencroft
Mr Joseph Dawes	Rev. Mr. Gray
Mr A W Lamb	Miss R. Partridge
Miss M. Duffy	Miss A. Mulryan
Mr. H Summers	Miss B. Dowling
Mr. A. Ackerley	

Royal Mail Steam Packet Company

FOR ANTWERP

The Company's steamer

GUADIANA

Commander L. R. DICKINSON

2,504 Tons, 450 Horse-power

To sail on the

MARCH 15th, 1884

Taking cargoand passengers for Rio Janeiro, Bahia, Maccio, Pernambuco, St. Vincent, Lisboa,

VIGO

Southampton and Antwerp.

FOR ANTWERP

The Company's splendid steamer

MINHO

Commander W. CHAPMAN

2,540 Tons, 450 Horse-power

Will sail on

April 5th

Taking cargo and passengers for RIO JANEIRO

VIGO,

Southampton and Antwerp.

☞ These steamers will load for any other continental port than ANTWERP if sufficient inducement offers.

The above steamers will carry 1st, 2nd, and 3rd class passengers at

REDUCED RATES

Mails, Specie, Cargo, and Parcels to all the above ports.

These steamers are provided with every accommodation for carrying passengers, and table-wine is given to all classes.

RETURN TICKETS

Are granted to 1st class passengers with deduction of 25 o/o on passage money.

FAMILIES AND COMPANIES

A considerable reduction is made in their favor.

Persons wishing to bring out their friends from Europe can arrange with the Company's Agent on reasonable terms.

For further particulars apply to the Agent

HENRY L. GREEN

228 Reconquista

L'pool, Brazil and R. P. Steamers.

LAMPORT & HOLT'S LINE

Departures from Buenos Aires

ANTWERP AND LIVERPOOL

(via Southampton)

EUCLID Cave MARCH 8

[Loading in the River Parana]

ANTWERP AND LIVERPOOL

(via Rio Janeiro and Southampton

HEVELIUS * Carroll MARCH 8

[Carrying the Belgian Mails]

ANTWERP

(Direct)

HIPPARCHUS * Kelly MARCH 15

ANTWERP AND LIVERPOOL

(via Southampton)

HOLBEIN Henning MARCH 20

(Loading in the River Parana)

ANTWERP AND LIVERPOOL

(Via Rio Janeyro and Southampton)

ORION * J Brown MARCH 22

[Carrying the Belgian Mail]

ANTWERP

(direct)

ILIOS Hedley APRIL 1

ANTWERP AND LIVERPOOL

(via Rio Janeyro and Southampton)

GALILEO * Yaxley APRIL 8

[Carrying the Belgian Mails]

ANTWERP AND LIVERPOOL

(Via Rio Janeyro and Southampton)

MASKELYNE * Hairby APRIE 22

(Carrying the Belgian Mails)

First and Third class l assages to Brazilian Ports, New York, Antwerp; and towns in Great Britain. Reductions made in favor of Families and Companies. First Class Return tickets, available for 12 months, at a reduction of one fourth.

Prepaid Passages issued to those wishing to bring out friends.

Cargo and passengers for New York will be taken by the Steamers which connect with the New York boat from Rio.

Specie and Parcels received at the brokers' office till noon on the days of sailing.

Insurance effected if required.

N.B.—Certain steamers marked * are now specially provided for passengers, have improved accomodation and appointments, and carry Surgeons and Stewardesses.

E. NORTON & CO., Agents.

245—Reconquista—245.

Agents at Montevideo:—

C. R. HORNE & CO.

" " Rosario—

H. S. FERGUSON.

" " San Nicolas—

SERVANDO E. GOMEZ

Rahtjens Patent Composition

For Painting

Steamer's Bottoms

Used by the principal Ocean and River steamers in preference to all compositions.

Its special advantages are:

DRIES QUICKER THAN ANY OTHER PAINT, and enables three coats to be given in one day.

GAIN IN SPEED owing to the smooth and slippery nature of the composition.

LESS FREQUENT DOCKING saving time and expense.

COVERS A LARGER SURFACE than any other composition.

THOROUGH PROTECTION against Rust, Grass and Barnacles.

IS IN NO WAY DELETERIOUS TO THE IRON, need not be heated, and is supplied ready for use.

EASILY AND INEXPENSIVELY SUPPLIED.

Agents in Buenos Aires

E. Norton & Co.

245 Reconquista. 177 f18 xp

Regular German Mail.

Hamburg and South American Steamship Comp.

Direct Bi-Monthly Line between the River Plate and Hamburg

The Mail steamer

RIO

CAPTAIN KRÖGER

2,700 Tons, 500 Horse-Power

will sail on

10th of MARCH

Calling at

Montevideo, Santos, Rio de Janeiro, Bahia and Lisbon

Fixed dates of sailing from this port, the 10. and 25. of each month.

Names of the steamers—

VALPARAISO	PERNAMBUCO
ARGENTINA	CEARA
MONTEVIDEO	LISSABON
BAHIA	BUENOS AIRES
CORRIENTES	HAMBURG
PETROPOLIS	PARANAGUA
RIO	SANTOS
ROSARIO	

All these Steamers scarry Physicians and Stewardesses.

Carrying Cargo, Parcels, and Specie. These steamers receive cargo for

BREMEN

And Ports of Sweden and Norway.

Transhipment of same in Hamburg being on account of the Company.

For freight, passage, and further particulars apply to the Agents.

Luders & Co.

Rivadavia 359.

LLOYDS AGENCY

Consignees of Cargo

For British Bark

"Bitish Crown"

Sunk in the Outer Roads

Consignees of cargo by this vessel who are desirous of obtaining the Documents necessary to enable them to claim from their underwriters, are requested to send in their Bills of Lading or full details of their cargo to

PHILIP DORMAN

Lloyds Agent

79 Calle Piedad

13 m1 4

Patrick Ham

Wool & Produce Broker

1371—Calle Piedad—1371

Chargeurs Reunis

French Steam Navigation Company,

NOTE—In Quarantine time, the steamers will not touch at Brazil.

FIRST CLASS $N.145. THIRD CLASS $N. 50,

RIVER PLATE LINE

The steamer PAMPA Captain Vasse will sail on 21st of February for Montevideo, Teneriffe and Havre.

The fine steamer BELGRANO Capt. Duret will sail on the 23rd February for Montevico, Teneriffe and Havre.

PARANA LINE

The steamer VILLE DE BUENOS AIRES, Capt. Lebourhis, will sail on 27th of February for Montevideo, St. Vincent, Dunkirk and Havre.

P. Christophersen

General Agent

Buenos Aires, 98 PIEDAD

Montevideo, 85 Calle Zavala

Rosario, 35 Calle Puerto

San Nicolas, Calle Belgrano 25.

LA VELOCE

Navigazione Italiana

Linea Postale e Commerciale

Coll'America Meridionale

(Armatore Cav. Matteo Bruzzo)

Vapores para Gibraltar, Marsella, Genoa, Napoles, Venezia y Trieste.

Linea de Gibraltar, Marsella y Genova.

Salidas fijas de Genova el 3 y de Buenos Aires *El 27 de cada mes*

Servicio hecho por los vapores

NORD AMERICA y MATTEO BRUZZO.

El nuevo vapor

MATTEO BRUZZO

Capitan GANDULFO

Saldra el

5 de MARZO

Para Gibraltar, Marsella, Genoa y Napoles.

Linea de Gibraltar, Genoa, Napoles, Venezia y Trieste.

(Servicio regular hechos por los vapores Europa Sud America y Colombo.

Salidas fijas de Genova y de Buenos Aires

El 18 de cada mes

El magnifico vapor

EUROPA

Capitan .....

Saldra de Buenos Aires el

18 de Marzo de 1884

PARA

GENOVA, NAPOLES, VENEZIA, Y TRIESTE.

Precio de pasajes en moneda nacional:

Ie. $m/n 155, IIe $m/n 124, IIIe. $m/n 60.

NOTA—Se dan pasages para hacer veuir familias de ITALIA y FRANCIA etc al precio de $m/n 33 por pasage, devolviendose el importe integro pagado, caso de no efectuarse el viage.

AVISO—Se dan letras de cambio, cheques y vales postales sobre la BANCA GENERALE Sede di Genova, pagaderos en cualquier ciudad de Italia.

Por mayores informes dirigirse al agente General.

P. Christophersen.

Agente General, B. Aires, 98 PIEDAD,

Al lado del Banco de Italia y Rio de la Plata.

Montevideo, Zabala 85.

Rosario, Puerto 35.

San Nicolas, Belgrano 25.

240 j30 xp

Society Generale

DE

Transports Maritimes

A VAPOR

PAQUEBOTS-POSTE FRANCAIS

Regular Monthly Service to and from the River Plate

Montevideo,

Rio Janeiro,

Barcelonne

Marseilles

Genes

Naples

The Steamship

BEARN

Captain LEMAITRE

will sail on

18 OF MARCH

Tocando en BAHIA.

20 per cent Reduction on Return Tickets.

1st Class.....	$150 m/n.	
2d "	120	"
3d "	50	"

3rd Class Tickets will be given from Europe to here at 32 patacons gold.

The ticket for the small steamer is together with the passage ticket.

In case of quarantine, the expenses are on account of the Company.

Receives cargo for Valencia, Alecante, Carthago and Malaga.

For Freight and Passage apply to

P. y E. Matthey,

Consignataires.

232—RECONQUISTA—232

LA PLATENSE

Compania Francesa de Navigacion a Vapor.

Carrera de Rosario

Con escalas en San Pedro y San Nicolas a las 3.15 p.m. (Estacion Central)

Vapor TRIDENTE

Los Martes, Jueves y Sabados

Vapor DIANA

Los Lunes, Miercoles y Viernes

Carrera de la Costa Sud

Para Bahia Blanca a las 3 de la tarde (Boca del Riachuelo.)

Vapor POMONA

Los dias 1° y 15 de cada mes.

Carrera de Montevideo

A las 5½ de la tarde (Balisas Interiores)

Salidas diarias

Vapores Apolo y Minerva

Combinacion directas para pasages, encomiendas y cargos para todos los Ferro Carriles Interiores. Seguros maritimos. Embarques y desembarque de cargas, despachos de Aduana etc

Comunicacion con el Telefono y el Pantelefono.

P. Christophersen

Agente General

112—Piedad—112

207 o1 xp

S.S. Proveedor

Captain EMILIO PIAGGIO

FOR

San Nicolas and Rosario

Every Tuesday, Thursday, and Saturday

(Via Campana)

In connection with the train which leaves the Central Station at 3.15 p.m.

Train-tickets and luggage gratis.

Through tickets issued, and parcels forwarded, to all the principal Railway Stations of the Interior.

All cargo received at the Campana Railway Goods shed, Retiro, the day previous to sailing.

For passages, cargo orders, and further particulars, apply to

DAVID BRUCE jun.

Agent

54—CANGALLO—56

70 j8 xp

APRETA UVAS

Aparatos muy utiles para hacer vino en casa. Se encuentran en venta

Victoria 321

27 f3 20

Allan Line of Steamers

FLEET

ACADIAN	CIRCASSIAN
AUSTRIAN	COREAN
BUENOS AYREAN	GRECIAN
CANADIAN	HIBERNIAN
CASPIAN	LUCERNE
NESTORIAN	PARISIAN
NOVA SCOTIAN	PHŒNICIAN
PERUVIAN	PRUSSIAN
POLYNESIAN	SARMATIAN
SARDINIAN	SIBERIAN
SCANDINAVIAN	WALDENSIAN
HANOVERIAN	MANITOBAN

THE STEAMER

COREAN

3488 Tons Register

CAPTAIN R. P. MOORE

Will sail for

HAVRE AND DUNKIRK

ON

—th MARCH, 1884.

For freight or passage apply to the Agents

William Samson & Co.

212 Reconquista.

n12 xp

P. S. N. C.

Pacific Steam Navigation Company.

Quickest Route from the River Plate to Europe and the Pacific.

The following Steamers of this Company will be despatched from

MONTEVIDEO

With passages from Buenos Aires to Montevideo GRATIS

Carrying correspondence under Postal Contract with H.B.M. Government

FOR EUROPE

Valparaiso,	March 17
Araucania,	March 31

Cordillera calls at Rio, Lisbon, Bordeaux and Liverpool.

Patagonia calls at Rio, Bahia, Pernambuco, Lisbon, Bordeaux and Liverpool.

Valparaiso calls at Rio, Lisbon, Bordeaux and Liverpool.

Araucania calls at Rio, Bahia, Pernambuco, Lisbon, Bordeaux and Liverpool.

FOR THE PACIFIC

Cotopaxi,	March 10
Aconcagua,	March 26

Touching at Punta Arenas, Talcahuano, Valparaiso and other Pacific Ports, up to Callao and Panama.

Passages from BUENOS AIRES to MONTEVIDEO in connexion with the Company's steamers GRATIS.

These steamers have been built expressly for this route, and in their construction every modern improvement has been employed, thus affording safety, speed and every accommodation to be desired by passengers.

The regularity with which they make their voyages is a proof of their seaworthy qualities, and their Commanders are justly famed for the discipline maintained on board their vessels and their attention to passengers.

All the steamers carry Surgeons and Stewardesses.

First class return tickets at reduction of 25 per cent.

Prepaid passages issued at reduced rates to those wishing to bring out their friends.

Passages to Montevideo Free.

For freight, passages, &c, apply to the Agents—

YARROW HETT & Co.

Buenos Aires—CANGALLO 34.

Montevideo—SOLIS 55.

Imperial German Mail 'Norddeutscher Lloyd.'

Line of Steamers

FROM BREMEN

The Steamer

FRANKFURT

CAPTAIN KOHLMANN

will sail on 10th of MARCH

FOR

MONTEVIDEO,

Antwerp and Bremen

All these Steamers take 1st and 3rd class passengers, carry Physicians and Stewardesses, supply Table Wine GRATIS, and receive cargo, parcels and specie subject to transshipment for

Hamburg

And ports of England, Holland, Denmark, Norway and Sweden.

The Company covers Insurance on Specie shipped in their Steamers.

For freight and passages and further particulars apply to—

K. von Emster.

AGENT

Maipu 101.

RES NON VERBA

Mensajerias Fluviales a Vapor

Gran rebaja de precios en los pasajes a Montevideo por los vapores

COSMOS

RIO DE LA PLATA

VILLA DEL SALTO

SILEX

Salidas—LUNES, MIERCOLES, JUEVES y SABADOS, a la 5½ p.m.

TARIFA

Camara, ida y vuelta .... $ 7 m/n.

Camara, ida solamente.... 4 "

Proa..... 2 "

Agencia, Reconquista 143-45.

CARRERA DEL PARANA

Hasta Santa Fé

Haciendo 3 viages directos semanales con los Vapores

Pingo y Meteoro

SALIDAS

Los Martes, Jueves y Sabados para San Pedro, Las Hermanas, San Nicolas, Rosario, Diamante, Parana y Santa Fé.

En combinacion con los Ferro Carriles Norte y Campana, el 1° sale de la Estacion Central a las 12 del dia, conduciendo los pasageros al Canal de San Fernando en 40 minutos de donde partiran estos esplendidos vapores y el 2° de la misma Estacion a las 3½ de la tarde que alcanza a estos vapores en Campana.

Los boletos de tren y equipajes para los dos Ferro Carriles, la agencia los da gratis a los señores pasageros.

La carga se recibe la vispera de la salida en la Estacion Retiro.

La Agencia se encarga del embarque y desembarque de cargs, asi como despachos de Aduana.

Comunicación con el Telefono Gower-Bell.

PEDRO RISSO,

Agente.

143—Reconquista—145

Para Patagones

Con escala en

Bahia Blanca

El vapor Nacional

TORO

Saldra sin falta de la Boca del Riachuelo el

.....

A las 2 p.m.

Admitiendo cargo, pasageros y encomiendas.

Para mas informes ocurrir a la Agencia de

Nicolas Mihanoviche y Ca.

Calle 25 de Mayo 77.

GUARDIAN

FIRE ASSURANCE COMPANY

Capital £2,000,000

Agents in the River Plate

MOORE & TUDOR

95 Calle Maipu, Buenos Aires

Fire risks taken at moderate rates and losses promptly settled here, full and complete powers having been conferred on the agents.

NORTH AMERICAN DENTISTS

Geo. A. Kimball and Charles Small

HAVE MOVED

TO THE

167---CALLE FLORIDA---167

CORNER OF CUYO

Kimball & Small

Buenos Aires, February 1st 1884.

48 f5 m5

Mensagerias Nacionales

Vapores Correos

DE LA COSTA SUD

El vapor paquete

"LOIRE"

De 1500 toneladas

Saldrá de la Boca del Riachuelo el 16 del presente, a las 10 a.m.

PARA

Bahia Blanca, Patagones, Chubut, Puerto Deseado, Santa Cruz, Puerto Gallegos e Islas de los Estados.

Se admite carga, pasageros y encomiendas para dichos puntos.

Por mas informes en la

Calle PIEDAD 74,

Antigua Agencia del Villarina.

F. Oreiro.

Agente Propietario

Telefono Gower-Bell No. 667.

11 m7 16

REMATE

POR

Adolfo Bullrich y Co

De Elegantes y Flamantes

MUEBLES

Cuadros, Adornos, Plantas, &c.

RIQUISIMO PIANO

De Aucher Freres

En la casa habitacion

Del Sr. Don Leopoldo Schnabl

Calle Libertad No. 721

(Cerca de las Cinco Esquinas)

POR AUSENTARSE

PARA EUROPA

El Jueves 13 del corriente

A las 12 del dia

Remataremos a la mas postura y dinero de contado todo el flamante menage de la casa que ocupa el Sr. Schnabl, por ausentarse del pais, y cuyo pormenor es el siguiente—

Salon Juego de sala estilo Luis XVI compuesto de un sofá, dos sillones, seis sillas forro raso carmesi con fundas, 4 cortinadas de tul con galerias doradas, franjas y cordones de seda, un magnifico piano perpendicular, gran formato de Aucher freres Paris (medalla de oro) instrumento de grandes voces y casi flamante como los demas muebles. Escritorio con incrustaciones de nacar y bronce con terciopelo celeste, etagere para musica imitacion bambu dorado, un precioso reloj es fera de plush números de acero, mesa de jacaranda con piedra mármol, mesita de fantasia bordado, un sillon de plush bordado, un violin atril para id, banco de piano, espejitos de fantasia marco, candelabros de bronce, oleografias, adornos etc.

Escritorio—Un precioso escritor o raiz de nogal, una biblioteca, etc. un sofá, dos sillones, forro grueso de lana floreado, cortinados dobles iguales, reloj de sobre mesa, preciosa mesa de juego mecanico única de su clase en el pais, servicio de escritorio de bronce adamasquinado, un cortinado nogal, oleografias, caja de fierro hamburgue s, adornos ect.

Dormitorio Un juego de raiz de nogal compuesto de dos camas gemelas con sus correspondientes baldaquines, colchones, colchas, rollos acambrados etc. dos roperas con espejo, un lavatorio de 3 cuerpos, dos mesas de noche, armarios, dos sillones cortinados y tapizados cortinado todo haciendo juego una mesa toilette vestida, amphora, servicio de aguas servidas, adornos, cortinitas, cortinas, oleo, grafias, reloj de pared ect.

Comedor—Juego de comedor de nogal filetes negros compuesto de un aparador cristalero, mesa para doce cubiertos, mesa de trinchar y doce sillas de asiento y respaldar de esterilla, garnitura de chimenea de bronce y mármol, adornos de mesa, cristaleria, cubiertos, lámpara de colgar, cortinados dobles, oleografias, grandiosa silla de hamaca de Viena, ect.

Otro dormitorio—Dos camas de nogal con colchones etc. un armario de nogal dos lavatorios id, comoda id, un escritorio id cuadros ect ect.

Cocina—Esteria de laton, mesa, loza, sillas ect.

Otras Piezas—Con muebles de servicio, bañaderas ect.

Patios—Gran coleccion de plantas de merito bancos, mesas, casilla para pajeros ect. ect.

56m.6,13

Teofilo Meyer y Cia.

41—Piedad—41

Prevenimos al publico en general que la FALSIFICACION DE VINOS DE OPORTO de nuestra marca W esta tomando cada vez mas extension, abusando los falsificadores ademas de NUESTRA FIRMA por la aplicacion de ETIQUETES IMITADAS. Rogamos a quienes sospechen que un vino comprado que lleva nuestra marca y firma, sea falsificado lo que se conoce por la salidad alguna vez detestable y siempre inferior al legitimo, de informarse en nuestra casa de la legitimidad o falsificacion dando nos noticia del vendedor.

41---Piedad---41

Teofilo Meyer y Cia.

Unicos introductores de los Vinos de la Real Compañia de Oporto.

131 f13 m17

Geo. Michaelsen & Co.

Import, Export and General Commission Merchants

BAHIA BLANCA

Esquina

CALLES BUENOS AIRES Y LA MADRID.

e 18 d3 j3

Newland Hermanos

CIRUJANOS DENTISTAS AMERICANOS.

Calle Florida No. 63 (altos)

Esquina Piedad.

236 f23 xp

NO MORE SCAB!

Estancieros! To free your flocks from

SCAB

And insure a PERMANENT CURE, use only

The Blagden Dip

Past experience has proved this preparation to be the

Most Effective Remedy

being easy of application, permanent in its results and perfectly harmless. In no single case have we found it fail to give the most complete satisfactions, and we can therefore

Guarantee it to be

A PERFECT CURE

George & John C. Bell

AGENTS

295-Cangallo-295

215 s20 xp

Colegio Literario

Incorporado al Colegio Nacional

249—BOLIVAR—249

Este Colegio, bajo la direccion del Señor Frecker de la Universidad de Oxford y del Sr Hutchison, recibe pupilos, medio-pupilos, y externos; lecciones particulares, cursos especiales para examenes.

110 d12 xp

Colegio Americano

270—Calle Reconquista—270

This Establishment, under the direction of Miss Conway, receives boarders, half-boarders, and day-scholars.

For terms etc. apply

270 RECONQUISTA

284 j23 a23

English Elocution

Reading & Speaking.

Mr. W. H. Denstone

Receives private pupils or classes for the above.

Amateur performances directed or entertainments arranged.

Address

264—San Martin—264.

262 f28 m31

Notice

The Anniversary Requien Mass for Father Fahy will be celebrated in the Convent Chapel on Monday, March 10th, at 10 o'clock.

Bolsas vacias

La fabrica a vapor de bolsas LA MEJOR, Calle Piedad 1151 y 1153, comunica a los compradores del articulo, que ha reducido notablemente sus precios, y recomiendo el completo surtido de que dispone actualmente.

244 f27 m12

CREWDSON'S White Calicoes

The "Ciudad de Londres" has received another shipment of these well accredited goods, most of which are of the finer classes.

255 f28 m14

---

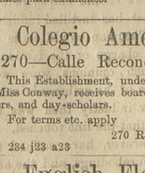
van Gelderen y Trant

Traductores Publicos

142—Piedad—142

161 j16 xp

Imperishable Fragrance.



Murray & Lanman's CELEBRATED

Florida Water.

The richest, most lasting, yet most delicate of all perfumes for use on the Handkerchief, at the Toilet and in the Bath, delightful and healthful in the sick room, relieves weakness, restores prostration, nervousness and headache. Look out for counterfeits, always ask for the Florida Water prepared by the sole proprietors, Messrs. Lanman & Kemp, New York.

For Sale by Perfumers, Druggists and Fancy Goods Dealers.

THE REASONS WHY THE HAIR falls off.—Whenever the cuticle shrinks from disease, age, or other causes, it presses hard around the stem of the hair, thereby preventing the coloring substance and vital element from passing up from the roots. In order to forestall this difficulty it becomes necessary to apply the Oriental Tonic every morning and night, combining it with a vigorous use of the brush, the object being to renovate the vitality of the cuticle and soften the vessicles. This is soon attained, and the interrupted communication between the bulbs and hair is renewed, resulting in a brilliant, silky, abundant crop of tresses.

---

19 FLORIDA 19

Seeds and Plants Store

FIRST-CLASS

ALFALFA SEEDS,

TREFOIL SEEDS,

FRUIT TREES,

EUROPEAN FOREST TREES

For Avenues and Mounts,

ORNAMENTAL PLANTS

For Sale in the House

AL BUEN JARDINERO

19—FLORIDA—19

GUSTAVO HAMONET

e 85 j10 xp

Cash Wire Trays

10 different sizes, shapes, etc., some covered, with lock and key, suitable for gold, silver, and copper coins now in circulation.

William Mackern

Libreria Inglesa

137——Calle Florida——137

Between Cangallo and Cuyo

190 f10 m8

!! CAUTION !!

The Public are requested to look closely at the label before buying, and see that it bears the name of the sole Agents

---

Finest Souchong Tea

MARK

"IN TE VIVO"

57 d6 j9

ON 'CHANGE.

March 6th, 1884

Cedulas A	100
Cedulas E	87½
National Bank Shares....	125½

The stock market rules heavy and quiet, particularly for Cedulas. National Bank Shares are better held and fewer coming on the market.

One lot of Argentine 5 per Cents sold at 76½, and some Argentine Gas Shares at 1,150.

The money market for Bolsa purposes continues as hard as ever, and although in business circles money is easy enough, still to borrow on stocks money could hardly be tighter.

Fresh gold has arrived in the Guadiana for this market; it comes to the Carabassa Bank, and we hear another heavy consignment is on the way out to the Italian Bank.

There was nothing further known on 'Change about the resignations on the Provincial Bank Board. They say on 'Change that Dr Bomero and Mr. Heimendahl have only resigned from the Comision de Cambios, but that Mr. Tornquist has retired in toto from the Provincial Bank, which is much regretted by the whole market, as he was admittedly one of our best Bank Directors.

The following were the sales at the ring during official hours:—

Cedulas—

For cash A 14,800 at 100¼-100

For March 31st E 90,000 at 88-½-88-87½

Sales, 104,800

National Bank Shares—

For March 31st 800 at 125½-½-½-½

National Bonds, 1881, 6 o/o—

For cash 5,000at 75½

Argentine Gas Shares—

For March 7th 70 at $1,150

The sale of 2,000 fine mestiza sheep on an estancia at Arrecifes is reported at 30 % 'al corte'. Several lots of novillos for saladeros bought at 2?0 and 310 %.

A contract sale for a large number of cows 'al corte' is spoken of on 'Change at the extraordinary low price of 130 %; one of our colleagues reports the business, but we could find no broker that knew anything of the business.

The Guadiana has brought out £50,000 in sovereigns to the Carabassa Bank. M. B. Dreyfus, we notice, is amongst the passengers; she also brought out 281 emigrants, who were landed in quarantine on Flores Island.

At afternhours there was not much business done, shares closed at 125½ and Cedulas at 87½ buyers.

It was rumoured on 'Change that the Provincial Bank took 1½ millions francs exchange for the mail to-morrow at 5.05, the drawer being the President of the Mortgage Bank against Cedulas that go forward. We give the news as we got it being unable to obtain its confirmation save from the brokers.

The Allan steamer Corean, with dates from England to 11th Feb., has arrived at Montevideo; her mails will be up to-morrow.

Mr. Arthur Cook, of Messrs. Lamport & Holt, Liverpool, and Mr. George H. Molly, of the same renowned firm, have arrived up by rail from Bahia Blanca; they were welcomed on 'Change. They will shortly leave on a trip up the country. Mr. Malcolm Graham, Submanager of the Central Argentine Railway was also welcomed and congratulated on his wedding trip; he leaves to-night for Montevideo.

Letters from Antwerp received by the mail in treating of the clip 1883/4 say the wools are very light and clean, but they wash coarse and the color after washing remains yellow. It is attributed to too much rain during winter months and to sheep having suffered for want of food.

We hear that a large piece of land in Lincoln, some 16 square leagues, is being wire fenced for account of the owners, a firm in Europe, and the place will be at once stocked with cows and sheep.

Exchange is not over active and the rates show a slight weakness, they are quoted at—

On Antwerp 5.03

On Paris 5.01

On London 47¾.

We hear that the works of the Santa Fe and the Colonies railway will be at once begun, and that next month the rails of the Transandino Railway will be laid to Junin; we expect that by May or June next the rails will be out as far as the great Oostendorp estancia.

We are indebted to Mr Carter, purser of the Guadiana, for late papers etc. from London.

The Guadiana's mails were delivered early and are most important. We are flooded with news about the frozen mutton business, which is attracting immense attention.

It will be interesting news for our friends in the R. Plate to know that the various Joint Stock Estancia Companies in Texas, Australia and New Zealand are all paying the London shareholders splendid dividends, and this description of investment now finds great favor in London. We note that the Prairie Estancia Company has 128,000 cows, and "quien sabe" how many sheep.

A letter received from London to-day says: We all read with great interest your account of the President's trip to Tucuman, but some papers missed. The markets are very dull in consequence of the French doings in China, Madagascar and Congo; things are very dull in Paris. I was there at the beginning of the month and the news was that another row in Spain was expected and some high political people think that Spain will be a Republic in 1884. "Veremos". We all heard with regret of Dr Irionde's death; he had his faults but also his good qualities, was always ready to do a favor. I hear that Don Tiburcio Benegas will probably be the next Governor. Don Tiburcio will be received with open arms by every foreigner in the province and will make a good one. Argentine credit was never better than now, and the country is attracting great attention everywhere; whatever money it wants for its public works it can get cheap, and you can tell Dr. Plaza so, as there is a superabundance of money here, and Argentina stands A No. 1 in our market at present. The shareholders of the unfortunate Mercantile Bank want to know what has become of the assets and the new shares promised them. I hear of numbers of people going to see the Plate, and perhaps to invest there; a large land company in Argentina is being formed by—in Paris.

The nett profits of the following National Railways, guaranteed by the Government, during the first eleven months of last year have been as follows:—

Receipts.	Expenses.	Profits.
$ m/n	$ m/n	$ m/n
Buenos Aires and Campana Railway—		
296,494.30	I71,360.10	I25,134.20
East Argentine Railway—		
I34,453.17	I44,413.88	40,039.29
Central Argentine Railway—		
2,021,831.89	766,453.85	I,255,378.06
North Central Railway—		
I,079,323.31	517,359.09	562,I64.22
Andine Railway (January to October)—		
328,094.52	I83,976.99	I34,II7.53

The Primer Entre Riano Railway, which joins Puesto Ruiz with Gualeguay, during the year 1883 lost $2,333.70 m/n.

From the Plaza Once we have the following:—

82 waggons of produce arrived.

The arrivals to-day were:—

I3,200 @ wool

2,373 sacks of wheat

89 do maize

141 bales hay

And much of other produce. Prices of produce in general continue flat, and maize and cow hides maintain their prices.

The sales were:—

Wool—

5,000 @ sup., 87, 80, Casey

1,000 @ borrega, 73, do

6000 @ sup and reg., 84, 82, 80, S Unzué

1,500 do, 84, 75, 65, Novoa & Co.

600 @ borrega, 71, 70, 68, do

300 @ do, 72, Robbio

2,000 do, 65, Basavilbaso

300 do, 63, Balleto

Total, 16,700 @

Cow Hides—

940 camp, 152, 150, 148, 147, 142

Nonatos at 100

Horse Hides—60 camp, 42

Tallow—4 casks good, 42

Sheepskins—

Per doz. camp sup. and desechos, 26-25, 20-17 rls ib

Per doz. pelados and desechos, 21-17, 14, 12, 10, 8 rls. ib

Total, 1,540 doz.

Deerskins—10 doz. at $58

Carpinchos—100 at 14

Nutria—2,040 lb at 6½, 5

Wheat—Per fan. candeal, $87, 86, 79,

PACKET EDITION
PER
F. M. S. CONGO
FRIDAY, MARCH 7, 1884.

THE MEAT CARGO.

We have given our readers the full particulars respecting the first two cargoes of frozen mutton shipped from the Plate to Europe, and sold in Smithfield Market, London, the day after arrival, at 4d. and 4½d. per lb.

Our London Correspondent, in his very able letter on this subject, says the start has been made, and made well. The mutton arrived home in the very best condition; it sold at a reasonably fair price, considering the heavy arrivals from New Zealand and Australia. The business, spite of the great opposition it meets in England from Australasian interests, looks well and, in his opinion, by a little push on the part of the people of the Plate, will prove a most magnificent success.

We, for our part, frankly confess that the River Plate is such an extraordinary country, and its people such an exceptional community, we look for no push whatever by the people or the Government to help the business; and if its success depends on any effort from here, then the New Zealanders and Australians may take the matter easy, since the only push likely to occur is a rise in the price of 'capones' by the farmers, and a rise in tonnage dues, export tax, etc., by the Government when the business is sufficient to stand it.

Individual enterprise may, of course, with the many advantages the Plate holds, carry the business over all difficulties. Individually, somehow or other, we all make money and all get along out here, but collectively we are nowhere; and that any number of sheepfarmers or estancieros in this or that parido is likely to combine to help the trade, either by giving land or mutton at low rates, is, to our mind, all but a dream at the best.

Our London Correspondent, with his proverbial tact, put the case in a nutshell. We sheepfarmers have the sheep, and they Londoners have the money and the directors. The interests of both classes in the frozen Plate mutton are so great that in all human probability the business will succeed; but if it does, it will succeed in spite of ourselves, in spite of the Government and in spite of the Australians.

Search the world over, and on the face of the habitable globe there is not to be found a more independent class of *noodles* than our River Plate estancieros and sheepfarmers. There is not an industry in the country that owes them a brass farthing. They are rich and wealthy, because the growth of the country has made them so. Don't talk to us of our grand humiliating staple export—*wool*. The very name is an impeachment to the intelligence or enterprise of the River Plate sheepfarmers. Wool is shipped as shoddy, as dirty and as slovenly from the Plate to-day as it was fifty years ago, when old Peter Sheridan drank his whiskey punch in the club and Don Juan Hannah ate his porridge in Ranchos.

We have improved our breed of sheep, rather we have bought rams at high prices and to make more money, whilst smoking our pipes and laying all day long on our 'catres' at our estancia houses, our mud 'puestos,' our tumble-down 'corrales.' As for our cattle we are groping our way in the dark, with fat "novillos" breaking through the wire-fences to get to a market that no longer exists. We are refining the 'rodeos,' fine bulls, fine blood, pretty much the same as 30 years ago, when we began refining the sheep—but all this refining business is not industry, is not enterprize, and is but a simple good-for-nothing sort of go-aheadism peculiar to the Plate, where improvements that can be made by paper dollars are carried out—improvements by art, by intelligence, by the strong brawny arm of labour are rarely seen in the Plate. Show us the man who grows 'alfalfa,' makes haycocks, and fattens at his farm 50 "novillos" a year for the market, and to our view that man is worth more to this country than the noodles who have credits at the banks, own 10,000 head of cattle, "quien sabe" how many leagues of land and some unknown quantity of sheep.

We write of course of a class and not of individuals. There are we know some men and true who are up to the mark, but this frozen mutton theme brings the whole class of estancieros and sheepfarmers to the bar of public opinion. What have they done to foment this trade? What are they prepared to do? Even in the B. Oriental the estancieros and saladeristas have more go in them, and when the niggers refused charque in bulks like old boots in a 'vasura' cart, they set to and baled it; but here in sweet Buenos Aires even this effort is too much for us.

Let us hope that an honest expression of opinion on this subject will be read in a proper light, and that these estancieros and sheepfarmers will raise their heads over their ñandubay posts and mud puestos; no class in this country could be more powerful than the estanciero and sheepfarmer, and yet no class represents less. Now is their time to come forward and help a young trade which is the very offshoot of their business, if indeed growing sheep and cattle can be called in Buenos Aires a business. We say no, and we ourself belong to the gremio which we impeach, but we rock the cradle of the infant mutton trade with one hope, and that is that new men and new times are at hand, and if we fail to export frozen mutton to London through the apathy of our farmers and estancieros, at least let us hope that we shall be more successful when we begin exporting live noodles from our camps.

The letter from a New Zealander, newly arrived in the Plate, which we give at foot will be read with interest by all save the estanciero and sheepfarmer, who will learn to their amazed disgust that it depends upon them whether the export of frozen mutton from this country prove a successful trade or not.

We, for our part, return to Mr Innes our best thanks for putting the saddle on the right horse; and since we all know now how the New Zealand frozen mutton business is conducted, we await to see what action our millionaire estancieros and sheepfarmers intend to take to foment, develope and carry on this trade.

That our sheepfarmers and estancieros are not shareholders in either of the concerns now exporting their mutton we shall not dwell on, since we are free to say that perhaps they never had the chance to subscribe; but that not one in one thousand of them should to the present have taken sufficient interest in the business to go out to Campana, inspect the works, see the mutton, the process and the freezing steamer, is a sin of omission on their part which shows their low status, their inferiority to the New Zealand sheepfarmer.

Perhaps Mr. Sarmiento is right, and the education of these millionaires has been so much neglected that nothing more than reading and writing can be expected of them; but our theory is that 4d. a pound for mutton for the million in Europe will change everything there, and we may look for new men with new minds coming out to this country shortly, men who will have the grit to work our estancias and sheepfarms on a better and a sounder system.

The sheepfarmers and estancieros can fatten in the year 100 wethers or who 20 novillos on alfalfa and hay to export to Europe are the class of men we now need in the Plate, and the Lorrpenny mutton in Smithfield will bring us these men. The New Zealand sheepfarmers, by clubbing together and shipping their own mutton to Europe, have raised the price of wethers in that New Zealand country from 8s. to 12s. each, and the Buenos Aires sheepfarmers if they choose to put their shoulders to the wheel, can do the same; but will they do it? We doubt it; first, because the estancieros and sheepfarmers of the Plate are as a class too well off; all their energy is pumped out of them by their prosperity, and the old "graseria" is far more suited to these men and to their flocks than the Haslam snow chests or the mutual export companies Mr Innes speaks of.

Argentine sheepfarmers and estancieros have become muttonized by the lethargic influence of a too rapid, a too easy success. Snoring away their lives behind flocks of sheep or "rodeos" of cattle, the world has moved on without them; a change comes, their productions are too rude, their jerked beef is all but useless, and their graseria tallow does not cover the cost of melting down. Are they equal to that change? Let time answer the interrogatory. We place the matter fairly before them all. The Rural Society has now a chance to prove its utility, its influence, its intelligence. We want a River Plate Mutton Export Company started in Buenos Aires by the mutton owners, the mutton producers. We have 100 millions of sheep in the Plate. Have we a hundred farmers to form the company?

Hotel de la Paz, Feb. 29.

Sir,

I have read in to-day's *Standard* your London Letter, re "Frozen Meat," and having just arrived here from New Zealand, where I was interested in the business of fattening sheep for the English market, I write to correct the mistake into which your correspondent has fallen, as to the expenses to the New Zealand producers.

The estimate of 3½d. per pound is rather high, 3¼d. being nearer the mark, but that does not include the price of the meat at all, but is made up of freight, 2d per lb; killing, freezing and shipping, 1d; commission, etc, in London, from ½d to ¾d.

The system in New Zealand is: the producers are the shareholders in the freezing company and have space allotted to them according to the number of sheep the ship is taking and the number of shares they hold. A practical butcher is the manager, and all sheep not up to the standard are rejected and sold in the local markets.

I am, Sir,
Yours, &c.,
H. Innes.

The meat cargo is likely to supply the papers of Buenos Aires with good food for editorials. The subject is one of the most surpassing interest for this country, and likely when the trade becomes developed to change everything in it. With much pleasure we give our readers an article from the *Prensa* on this great question; and although we will not go so far as our colleague in his frozen meat enthusiasm, or suppose that it will jump the trade of the Plate from 135 millions to five hundred million pats per annum, still we admit, that it is our fixed belief, before the end of the present year we shall be shipping from 30, to 40,000 frozen capones per month, and next year we shall probably double that figure. The *Prensa* says:—

While on his official trip to Australia, Don Ricardo Newton had occasion to explain to several sheep breeders there how superior to Australia the Argentine Republic is for rearing and fattening sheep; and the data he gave them have now induced five large proprietors in that country to come here and judge for themselves as to the veracity of his statements. They have just arrived in the Neva, amongst them Messrs. Mair Leamouth and McGaw, all prominent Australian estancieros.

Without the slightest doubt, this is an important event for our country, as, if these gentlemen find that what has been said about it is correct, as they most certainly will find it, it is probable that they will start estancias either in the province of Buenos Aires or in others, and that they will introduce a practical system that will be of great benefit to us, as there is nothing like visible example for convincing everybody. One tangible fact is worth any number of written theories, as those who read are few, and when they do are hard to convince of the truth of what they read. It is useless to publish the fact that Australia with a population of three millions, the same as that of the Argentine Republic, has a home and foreign trade of 500 millions of hard dollars, or almost five times our trade, and that, consequently, a different system of work from ours must rule there. Nobody pays any attention to this fact, because it is not immediately under our eyes. But, when the day comes that we see a foreigner working on a different system from ours, and succeeding with it, then there will be no lack of imitators and propounders of the new doctrine, and the country will make a gigantic stride forward.

The total value of the trade of Australia represents for three millions of people the same figure as that of Denmark, Sweden, Norway and Spain put together, that is to say, of 25 millions of Europeans, which shows a production and consumption eight times larger for the former than the latter.

This fact claims attention. The total tonnage that entered and left Australian ports last year was 6,000,000 tons, or double nall that Egland possessed fifty years ago. Naturally, the imports exceed the exports, as Australia is not as yet a manufacturing country, but it is perhaps on the eve of becoming so, thanks to a project now on foot. It is calculated that Australia, including Tasmania and New Zealand, possesses 70 millions of sheep, and within 20 years will have over 100 millions. The problem for the Australian Association of sheepbreeders now is to find markets for this wool. London, Antwerp, Havre, Marseilles and Antwerp are not sufficient. They have cast their eyes on China, and it is also proposed to erect large wool factories in Australia itself. "The Chinese," they say, "must learn how to make woolen and cotton cloth"—that is, be it well understood, with Australian wool and Chinese cotton. This will ensure an outlet for the thousands of bales of wool which they are afraid may be left on their hands in the future.

In order to explain the advantages of this combination to the Chinese the Association already referred to intends to send an agent to Shanghai. If the Celestials, who are reputed to be very Conservative, cannot be persuaded, then the second plan—establishing factories in Australia—will be resorted to. To make a beginning, the owners of 35 millions of sheep will subscribe a farthing per sheep.

As may be seen, this is the democratization of credit and the spirit of association which we have so often recommended for adoption in this country.

To return: The Australian breeders, meanwhile make every exertion to keep their wool up to its reputation. A pure Merino ram was lately sold in Melbourne for 16,000 hard dollars, and the gentlemen who have just arrived here say that the buyer refused 20,000 for it a few days after. This reminds us of Jason's famous ram with the golden fleece.

In the same way the export of preserved meat is pushed forward, and there, for some time past, we hear of large steamers calling at Rio, their holds full of frozen mutton and beef, on the way to England.

We have very often referred in these columns to this same question, for which this country is now fully ripe, and which, had our words been listened to, would have been settled long ago, as we have more advantages than Australia, save and excepting our way of doing things, and the spirit of association which we lack so much. We must at once awake from our lethargy. From all quarters they are knocking at our doors, yet we remain deaf to the call. Only yesterday, the *Standard* published a letter from London (reproduced by an evening colleague) which contains the very same arguments we have so often advanced, and refers to the arrival in England of the frozen meat sent from Campana and San Nicolas. The only fault found with this meat was the light weight of the legs of mutton, as the English markets are accustomed to legs of 10 and 11 lbs. whereas those from the Plate only weigh five or six pounds. This is nothing against an article that is sold by weight, and the English market will soon get accustomed to Argentine mutton just as it is, whilst our estancieros should try in the future to produce English breeds of sheep in the South camps, which are better suited to them than the North. Argentine mutton will find even a still better market on the Continent, where English habits do not prevail, and where the merino mutton fetches a higher price than the English. The letter to the *Standard* likewise refers to the war declared against Argentine meat by the home breeders and the Australians. This is natural. Every man tries to defend his own market and business. It is a question of commercial competition, to be met with in every branch of production, and which holds good with meat as well as everything else.

But this is rather an incentive than otherwise. No one wages war with a worthless enemy, If the Argentine meat was worthless, no notice would be taken of it, any more than of jerked beef or all the samples of chemically preserved meat; whereas our frozen meat has been sold at ten cents per pound in England and fifteen in France, from the former cargoes sent. These prices are more likely to rise than fall, as, when the consumer becomes convinced that the Argentine mutton (We leave beef on one side for the present) affords him quite as good nourishment as that of his own country, and costs him much less, he will buy it in preference; the demand will increase, and the price will rise. This is the general law of trade.

Once we have practically proved the good quality of our meat, it will be necessary to show that we can send it on a large scale, and do with our meat what we have done with our products. To effect this, it will be indispensable to appeal to the spirit of association and not wait till all the trade falls into the hands of foreigners. As the writer of the letter to the *Standard* very well says, they will send us everything we require for it, once they see that those here who are directly interested in the matter are bestirring themselves to push on the new business. This is exactly what we have often said before. It is not our fault that we were not believed. Most precious time has been lost; but, better late than never when a good thing is in question. Let us put our shoulders to the wheel at once. Everything is ready; all that is required is to organise our means of action. The preliminary steps are already taken, and we can beat the others, in every point of view, provided we care to do so. We have everything ready to our hand, but we must get the indispensable elements together, and employ competent men, as it would be truly shameful if we took the wrong road and broke down.

Those who have followed closely what we have said in these columns for some time past will see that what they are now telling us from abroad is just what we have repeated so often that we have been charged with being tiresome. Now that time has proved that we were right, it is but fair to give us credit for it, as in advocating reforms vested interests must suffer, and they, naturally, try to defend themselves by every means in their power.

The general adoption of meat freezing will prove an inexhaustible source of wealth to the country, and perhaps, many years will not elapse till we shall have, like Australia, a home and foreign trade of 500 millions of hard dollars.

SOUTHERN RAILWAY DEPOSITS.

I.

In a series of articles published within the last twelve months in this journal, we have pointed out to our readers the many unmistakable proofs of the country's great progress. For the public writer in the Plate, perhaps, no theme can be more agreeable, since the subject needs no great pains, or study, or classic lore, to be handled, and it is not essential to be the oldest inhabitant to discuss improvements that grow with the trade and industry that create them.

The new deposits of the Buenos Aires Great Southern Railway, at the Plaza Constitution terminus, are, perhaps, the most speaking evidence of our onward march, and it is really difficult for any of the elder residents of Buenos Aires to tread the floors and walk through the galleries of this monumental warehouse without thinking that he is in Liverpool, not Buenos Aires, Manchester, not Plaza Constitucion. We may be excused for saying that even in the greatest marts of Europe, or the United States, few railways can boast of larger or better mounted goods deposits.

It was our pleasant task, during the Carnival holidays, to make an editorial pilgrimage to these deposits, which are so recently finished, and at the hydraulic shrine gather precise and exact views about those new lifts and powers which, since the days of Thales, have arrested the inquiry of man.

These new deposits were begun in June, 1883, and in use in October of the same year. They are 650 feet long and 55 feet wide, have 4 floors, and admit three lines of railways; corrugated iron walls, with glass and French tile roof, beneath which from 400 to 500 waggons can with ease be unloaded. On the upper floor is chiefly wool that is brought in from the country in the company's "lienzos," whilst on the lower floor is the wool brought in in bulk in the bullock-carts; also hides, sheepskins, tallow and grain. The company has 50,000 "lienzos" and 10,000 bags in constant use, and the charge to the farmers and estancieros for them is but 20 cent s of a paper dollar in the freight. As you ascend the stairs and enter the gallery, you obtain one of the grandest sights of the wool business of Buenos Aires. One vast exhibition of piles of wool; around each pile are buyers and sellers. Nothing that we had ever seen in the Plate rivalled the "coup d'oeil" on entering that gallery.

Mr. Huxtable, the superintendent of the goods department, kindly took us over the building, explaining to us the art and mechanism employed in its structure. The new hydraulic cranes on one side were all at work, lifting the wool in "lienzos" from the waggons to the floor above. Their working is so simple and so easy, that it is in the hands of youths, who direct the lift, turn it and empty it, on the floor above, into little noiseless trollies, made especially for the service, three-wheeled, and with india-rubber band on the wheels. These hydraulic lifts are now at work for about a fortnight, and give the greatest satisfaction. Each lift does the work of about half-a-dozen peones. There are twenty of those hydraulic cranes, with a lifting capacity of fifteen hundred weight each.

Level with the rails on the ground-floor are 8 hydraulic capstans, that do away with the work of locomotives in moving the waggons in the deposit. These capstans can easily move waggons loaded with wool, say more than 100 tons, and they are connected with snatch heads, which play the part of blocks and pulleys in moving the waggons. There are also four hydraulic traversers, which are used for sorting out empty waggons from a long train, and lifting them out from one track across to another, which, in the movement of such immense trains of waggons, is a great saving of time and labour.

The upper floors are connected by means of bridges, which span the railway tracks beneath. The glass in the roof is muffled, which is a decided improvement, and doors or windows opening from the upper floors have sliding wooden gangways, on which the "lienzos" of wool, when weighed are put, and they load themselves int, the carts beneath.

In every department we noticed the newest and best labour-saving inventions and conveniences.

The annual arrival of waggons, with produce from the camp, is 170 daily, and Mr. Huxtable informed us that it is wonderful the rapid increase of produce from all parts. We give at foot an interesting table, which he kindly supplied us with, and which testifies to the wondrous increase of camp produce. We verily believe, that in another couple of years, at the rate production is increasing, the company will have to build another and still larger goods deposit. The cost of the present one is from £70,000 to £80,000, and the next one will probably cost £100,000.

The deposits are opened each morning at 6 a.m., and such is the admirable administration, that now we hear no more of those very grave complaints about short delivery, &c., which in former years we received almost weekly for publication. There is now a very increased quantity of wool coming in from barracas, being sent up to these deposits for sale, as being the best market.

In wool and sheepskins the increased arrivals are much more marked than in hides, and now the grain from the south is arriving, which, according to advices, promises to be very large. It must also be remembered, that a large quantity of produce from the south stops at the goods deposits at Barracas, which are under the superintendance of Mr. Feehan, and the produce from that deposit goes direct to the Riachuelo for shipment.

The company has about 100 peones constantly employed in these new deposits, and 48 hours, clear of wet and holidays, are allowed to consignees to sell their produce, which is, we are informed, far more liberal than on the Western Railway.

We visited the engine-house, in charge of Mr Holt, erecting engineer of the firm of Messrs. Tannett, Walker and Co., Leeds, who has the merit of having put up all the engines and hydraulic works in the deposits. These hydraulic lifts are the first of the kind in Buenos Aires, and are worked by two pair of compound engines—the water is supplied from a tank in the engine-room, with a capacity of about 2,000 gallons. The tank once filled, lasts for about a month: it flows from the tank to the engines through four pipes upon which the tank stands; the engines then pump it into the two accumulators, two cylinders, 18 "diameter," the metal 2½ thick and twenty feet long, outside of which there is a deposit or shell that contains about 70 tons of ballast; according as the water is pumped into the cylinders the shell ascends 19 feet, by means of a ram, which gives a pressure of 700 lbs. to the square inch, and this pressure, by means of the pipes, works the cranes. There are about 4,000 yards of subterranean piping. The engines are self-acting, and respond to the accumulation when it reaches 19ft. elevation, when the engine is at once stopped. Nothing could be simpler and yet more exact.

Mr. Steele assisted Mr. Holt in putting up this machinery, which is all of English construction, and reflects the very highest credit on the genius of the British mechanic.

The following figures will instruct our readers, not only how the traffic on this railway grows, but how the wools of the South grow. Within the last four months, the wool carried by this railway amounts almost to as much as in the whole of the year 1882. The following is the table:—

Wool brought in by Southern Railway—

	Arrobas.
Oct. 1, 1881, to Sep. 30, 1882	3,710,256
Oct. 1, 1882, to Sep. 30, 1883	4,290,866
Oct. 1, 1883, to Feb. 24, 1884	3,374,409

II.

In a previous chapter we gave a description of the new produce, or what is termed the "Inward Deposits." The Outward Deposits, however, also merit a word, since in these depots are received all the merchandise, etc., sent out to the camp; and Mr. Huxtable showed us the tables, which correspond much with the bulk of produce received from the camp, the produce being somewhat in excess of the comestibles and merchandise forwarded.

What much struck us in walking through this magnificent galpon was the admirable labour-saving method of everything. Over the various doors were marked the different stations where the stuff was received, thus the cartmen have no difficulty in discharging their carts and suffer no delays, as at the Western Railway. Cartmen can make five or six trips to this deposit in a day, whilst to the Western at most they can hardly make two. Freight on goods sent from town on the Southern Railway is not collected in advance as on the Western; and in all the departments we noted the many improved conveniences for the public, to the present unknown in the Once de Setiembre. The deposit we now entered is 325 feet long by 50 wide, and it was burdened with every description of supplies for the camp. Biscuits and wire appeared to preponderate; but every imaginable article was there, even a windmill bound for the far South.

The floor is flagged with Teneriffe flags, and is on a just level with the height of the horse-carts. Desks for checking clerks are stationed at the various doors, and everything seemed to be in its place.

Some idea of the immense business going on in this department may be gathered from the fact that three trains are loaded daily from this depot—one for La Gama, one for Tandil and one for Chascomus and local stations; and such is the strong volume of goods going outwards, that every week Mr. Huxtable has to put on special trains to avoid delays and the accumulation of comestibles and other merchandise. There is no scarcity of rolling stock as on other lines—no want of waggons, carriages or locomotives. The rolling stock of this railway surpasses that of any other line we have seen, even that of the Tucuman, which is now so lavishly supplied with everything. The Great Southern Railway has now 60 locomotives and over 1200 waggons, and more ordered. The new first and second-class carriages are great improvements on the old coaches, as also the new break-vans, which we should like to see introduced on the other railways.

The whole place will this year be paved with wooden pavement, and the old wool room deposits are filled with the blocks for the purpose. The street crossing between the outward and inward deposits should do done away with and closed up, as the traffic is so great it seems superhuman to avoid accident.

The new passenger station is begun and will be finished this year. We believe it will be two-storey and in the handsome style of our new Post Office. The buildings, deposits, etc., we were informed, were designed and carried out by Mr. Roberts, who merits a gold medal for the task.

As for Mr. Cooper, the chief in command, we have no words sufficient for his admirable administration. It is only necessary to look around to recognise his great ability.

The new passenger station will be a double one, for trains inward and outward, and ways in for the tramway cars.

Mr. Crawley is the superintendent of the traffic department, Mr. Groves the popular station-master, and Mr. Allen the chief of the telegraph department.

There was such a business air, a method, a punctuality, an exactness about everything that we saw, that we confess, as we turned on our heel to leave the premises, we felt proud to think that it was under the old flag.

Within a stone's throw of the deposits is the very street corner where, 20 years ago, a man was posted to note the number of carts, etc., entering the town daily, with a view to support Mr Lumb's scheme and to prove that there was sufficient trade with the South to support a railway. How times have changed!

We ourself remember when the little Plaza Concepcion held all the carts from the South. 150,000 arr. of wool in that deposit we had just left, and yet the grass is not rank or high over the graves of Peter Sheridan, John Hannah and Henry Harratt. Yes, these magnificent deposits teach us all a great and deep lesson. Twenty years ago who could or would have believed in them?

We remember as yesterday when the first sod of the railway was turned. We rocked the enterprise in its cradle. As yet it has not even reached manhood. Twenty such deposits have yet to be erected for this railway. Who doubts this loses.

THE CHARMING SOUTH.

I.

Currumalan, Feb. 22, 1884.

Nothing more disagreeable than travelling by rail through a dusty, parched country on a hot, sultry day. A heavy storm threatened the morn of our departure, but before we had arrived at Domselaar the blazing rays of the sun had scattered the clouds and dispelled all hopes of a downpour. The camps along the line looked splendid up to the Salado and in the vicinity; but in approaching Las Flores the grasses appeared to change, and the hard, reed-like grasses shot up in tufts and continued in monotonous uniformity until the train had far passed Azul. Little can be said with regard to this long stretch of camp, and if one excepts a few patches, all the lands seen from the windows of the carriages are the reverse of good.

The scene changes beyond Olavarria, where the verdant aspect of the Pampa, the close growth of the grasses and the panorama of hills in the distance form a charming picture. Threshing machines appeared to be at work in Olavarria. What we at first mistook for camp fires turned out to be the smoke emerging from the funnels of Clayton and Shuttleworth's engines—the best motors of progress in the camp of this province.

As the hills of Olavarria disappear, the Pampa resumes its flat, monotonous features. The train rushes through beautiful camps, which are thinly stocked. The few flocks of sheep we saw looked thin and sickly—mere bags of bones. The cattle, on the other hand, were sleek and in excellent condition. The engine moves along this part of the line with slackened speed, as the earthworks are not yet very firm, and the rails have been only recently laid down. In spite of this sluggish speed, the dust rises in clouds and the whirlwind is hurled into every carriage, where a thick, grey, stifling atmosphere becomes most oppressive. Passengers gradually change colour; the face, the beard, brows and eyelashes, the entire head, assume a greyish hue, and the changed features of the individual are often striking.

At every station there is a rush to the bar, and bottles of beer are druuk with a satisfaction that can be only felt by those who have travelled under these circumstances. The railway Company should endeavour to remove this awful calamity of dust in long runs, such as from Buenos Ayres to Las Flores, Azul, La Gama, etc. etc.

We arrived at a place called La Gama—provisional terminus of the Great Southern line—at 7 p.m., after a weary, dusty, stifling trip of fourteen hours. A sigh of relief, of satisfaction, escapes the traveller as he reaches the terminus; but his hopes are shattered and he trembles at the gloomy prospects of unutterable wretchedness when he is landed in such a spot as this horrible La Gama. No words can depict this desolate hole—this South American terminus of a railway line and miserable refuge of drunken Basque bullock-drivers and grasping Italian inn-keepers. No sooner was the train stopped than a frantic rush was made to the sheebang, graced with the name of "hotel." Beds here are like National Bank Shares, at a very high premium. Humanity is huddled together in the most indiscriminate manner; there is no limit to the number of beds pitched into a "room" with zinc roof and partitions of quarter-inch pine boards. When the bed is secured the traveller goes to dinner. The bill of fare is pretty good. Garlic á discretion, always mutton, and tonic acid in the wine bottles. As a rule, some poor devil, too tired to eat, or unable to secure a bed by begging and prayers, coolly "strips," 'id est,' takes off "poncho," "chiripa" and hat, but keeps on his boots, and pops into the bed you have set apart for yourself. The consequence is that rows and fights are a nightly pastime, and the hotel-keeper candidly confesses that he has escaped death miraculously up to the present. Bed and dinner are charged on the same scale as in the Hotels de la Paix and Provence—$50 m/c, and with breakfast $75 m/c. So much for camp civilization.

Of all the dull, forsaken and wretched places this wide world can boast of, none can eclipse La Gama, which comprises four buildings: a station with storehouse, a deposit for locomotives, a pretty cottage for the engineers and employees of the Southern Railway, and last, not least, the sheebang of pine and zinc. That the latter place is coining money, may be gleaned from the fact that there are at least five hundred thousand empty gin and beer bottles lined along the outer wall—a proof that it is not a temperance hotel.

La Gama is about 450 kilometres distant from Buenos Aires, and whatever importance it at this moment enjoys it owes to the fact that the public traffic of the Great Southern line stops here. About one hundred bullock carts and other vehicles are stationed in the vicinity, laden with produce for the capital, or awaiting materials from town. Thousands of tons of materials are lined in front of the station, ñandubay posts, from Turner's yard, wire fences from Drysdale's, large piles of pine boards, and boxes of merchandise of every description. Loud complaints are lodged against the railway company, owing to the scarcity of waggons; drivers of bullock-carts have been waiting about three weeks for waggons to convey their wools to the capital. There is in fact too great an agglomeration of produce in this place, and it is the very worst point for a terminus of such a great railway line; happily all these difficulties will be very soon removed, as the line will soon be opened to Bahia Blanca, and then La Gama will relapse into its former insignificance and obscurity, as has happened with many another provisional terminus of the railway.

Contractors' trains start nearly daily from La Gama to Curumalan and Alfalfa Stations; we booked ourselves as French emigrants en route for Mr. Cabanette's colony at the Pigue; this qualification is necessary for outsiders who wish to push ahead of La Gama. Thanks to the kindness of the officials on the line we experienced no difficulty in advancing to Curumalan, about 100 kilometres beyond La Gama, say 20 leagues. From the trucks of the cargo train we inspected the earth and brick works all along; although the former are fresh the train moved on at a rate of about 35 kilometres per hour without any jolting. The masonry over the "canadones" is perfect, and everything is done first-class with the very best materials. Up to the present the trains are allowed to run by day only, and traffic during the night is stopped; these precautions are necessary for the present, but nightly passenger trains to Bahia Blanca will be probably run after the inauguration of the line.

After an hour's run from La Gama the Currumalan mountains begin to rise on the horizon, a pleasant contrast to the flatness all around; but there is very little scenery about the pampa at best; not a tree is to be seen on the immense waste, and grass only grows on the hills and mountains. Forests are one of the greatest charms of nature, and where they are wanting no scenery is complete. The appearance of mountains, nevertheless, is a pleasing novelty; from Olavarria to La Gama everything is flat; around Azul and Olavarria there are hills of diminutive height, but the Currumalan and Ventana ranges are well worthy of the name of mountains. They rise quasi abruptly after a series of gently sloping and small hills that succeed each other like waves of land. This granite formation is strange in the pampa and is an anomaly in the midst of the general features of the geological formation of the basin of the Plate. The Ventana is the higher range; the highest peak is about 6,000 feet high; the Currumalan range is about three to four thousand feet high. The railway makes a great curve round the range of Currumalan, crossing the Pigue, then veering to the South-east for Bahia Blanca. The Currumalan municipality begins about fifteen leagues from La Gama. The first station on the great property is the Sauce Corto, now completed. Here a large store has been built, and Mr Santa Marina manages the place. The store is well supplied with everything and has numerous customers from Curramalan, Sauce Corto, Colina, etc. The Sauce Corto station is about one league inside the Currumalan fence. Several countrymen have fine estancias in this neighbourhood: Mr. Muggeridge's estancia house can be seen from the line. The camps are splendid, covered with luxuriant grasses; the hard grasses are disappearing fast and cattle are in splendid condition, the very best proof of the fattening qualities of the pasture. These camps are about the best in the South.

II.

There are four railway stations on the Currumalan principality—the Sauce Corto, the Currumalan, the Arroyo Corto and the Pigué: this number shews at a glance the great importance of the property, the dimensions of which can be only practically gauged after a protracted visit of several weeks. Covering an area of three hundred thousand hectares, irrigated by a dozen streams, and comprising the Currumalan mountain range, it may well be termed a mammoth property—the greatest estancia in South America. Everything is on a gigantic scale and all the estancias of this province sink into insignificence when compared with this colossal farm. Such is the extent of the property that one thinks the place devoid of stock, although there are 20,000 mares, 16,000 cows, 60,000 sheep already on the land. Shephords' houses, sheds, wire-fences, estancia houses, stables, wells, corrales, gate-ways, etc., are in course of construction and on a scale that is simply staggering.

To manage and organize such an immense property it requires a man of soaring ability, and Mr E. Casey has hit on one of the few men capable of performing such a huge task. The manager, Mr J. Brett, is the busiest man in the Plate; there is not a bank manager in Buenos Aires with as much work on hands as Mr Brett. Telephones must be soon put up to meet the wants of the huge establishment, and before long railway lines will become a necessity to connect the extremities of the estancia. To ride to one of the distant puestos is like riding from Buenos Aires to Lujan; the railway takes an hour and half at least to pass through the estancia.

The new estancia house is being built about ten squares from the Currumalan station; the plans are drawn up by our friend Ryder; the architecture is simple and just suits the purpose. The house will be large and two-storey high, facing the North and the railway station. The materials for all these buildings are exceptional; the bricks are vastly superior to those of Buenos Aires and remind one of the English ones; they are well cut and very hard. The earth employed is specially suited for bricks. On the banks of the river there is plenty of sand and a species of lime-stone. The black earth is very deep and often reaches the tosca from two to four yards from the surface. The soil is very rich and the grasses are excellent, and over the greater part of the property reach the horses' bellies; soft grasses are growing in abundance near the arroyos and the hard camps are changing very fast.

The largest building on the estancia is the 'galpon'—stable for thoroughbreds. This splendid shed measures 100x15 yards; the walls are very thick and stalls are being put up for fifty stallions. The 'galpon' looks monumental and is the biggest building of the kind in the province; the plans of these stables are also drawn up by Mr Ryder. Smaller buildings have been erected in the vicinity for the 'personnel' of the estancia, composed of several hundred people. In fact the place about the estancia house looks like a village with an immense 'corralon' of ñandubay posts, wire, timber, bricks, etc., in the centre. This is a bee-hive of industry—transfering, sawing, digging, building going on all day.

The dip for the sheep is nearly completed—it is 20 yards long and 7 feet deep, behind the stock corrals and a large shearing shed. Two immense boilers are being put up for the preparation of the dip medicine. The masonry of all these works is splendid, and many estancieros might visit Curumalan to see how perfectly all these things are carried out. Here there is no economy of bricks; there is a solidity about all the buildings that is immediately noticed. On all sides we notice will and ability to do everything in the most perfect manner, and Currumalan, when fully stocked and completed, will be the model estancia of South America.

Mr. Britt, the manager, helped by Messrs. T. H. and F. Lett and Mr. Beattie and T. Hearne have not a moment's breathing time; and what with the immense distances, the heavy stock and the innumerable constructions going up, there is not a busier spot in the whole Republic.

On the western side of the railway line Mr. Stow is building another fine estancia house in thorough British style, with low windows on three sides and fire-places in all the rooms; this fine country seat will be completed before the inauguration of the railway to Bahia Blanca. Near this estancia house is situated a relic of what we may now well call the pre-historic Indian period, when Alsina made a ditch to repel the savages; this relic is an old mud fort, about ten feet high, eighteen feet in circumference and six feet diameter; here soldiers were posted on duty, and verily it reminds one of the barbarous past.

The river Currumalan Grande flows in the vicinity, about one hundred yards away; the little river is exceedingly pretty as it wanders through a bed of 'tosca' and forms small, foaming rapids at every bend; the water is fine as crystal and every pebble can be counted in its bed. These small rivers are one of the greatest charms of Curumalan, and they are the greatest boon to the estanciero; the banks are picturesque, in parts surrrounded with luxuriant vegetation that at times hides the stream from view; small lakes are formed in other parts and the lakes are scarcely discerned covered as they are by a feathered tribe, promising the most enjoyable sport. Hares and deer flit about the pampa in large numbers, and nothing could be more highly flavoured and more delicious than "a hare-beefsteak, or hare soup;" the pampa hare is quite on a par with his European relative. Ostriches are very numerous, as nobody is allowed to hunt them; Currumalan is the refuge of ostriches.

One word about the wire-fence before finishing; the whole property is fenced, and "potreros" of 15, 30 and 40 leagues have been fenced inside. Curumalan is so large that ten league estancias might be started within its limits. A colony is already in process of formation at the spur of the Curumalan range near the Pigué; ten leagues of land have been set apart for the purpose. Mr. Dress is organising the colony, which will, no doubt, be a great success; the soil is most bountiful, and cereals and vegetables give an abundant yield to the farmer. The houses for the colonists will be comfortable and large, and here they will achieve an independence not to be thought of in Europe; the surroundings are charming; plenty of water, excellent soil, and moderate terms of purchase should make this the Elysium of the labourers fresh from Belgium, Italy, Switzerland or France.

III.

The camps of Currumalan are considered the best in the South and far superior to the lands lying to the south of the mountain range; in fact, no greater contrast can be imagined than that which one witnesses in the change of soil and of pasturage as you cross from the North to the Southern parts of the Currumalan range. The luxuriance of pasturage in Currumalan must be seen to be believed; the grasses shoot up in tangled exuberance up to the saddle girth; 'alfalfa,' or a species of the lucerne, called 'trevol de alfa,' with a little yellow flower, grows in great abundance in the low lands, and very few of the highlands, if we except the very mountains, can be considered bad camp. The black mould is deep and water is near the surface; no soil could be more prolific than that of these beautiful green valleys, and it will scarcely be credited that in many parts the alluvial coating reaches a depth of six and more feet. Wells have been sunk where the black earth stretched to the water surface; water is found in low lands at from two to six yards from the surface; on the highlands the depth depends on the elevation of the lands, and the pick-axe must be used to break through the "tosca" which has a brittle, slate formation in these parts, and a light color, often like lime-stone. This "tosca" is crushed and is useful for building purposes.

One of the great advantages of Curumalan is the abundance of water; mountain streams rush down from the range, meandering through the valleys, in parts hidden by high grass and reeds, in parts like bright silver streaks stretching across the plain as far as the eye can reach, carrying life in their bosom and lending to the picturesque surroundings that refreshing charm which the greater part of the pampa lacks; the waters are crystalline, you can count every pebble in their beds; and nothing is more delicious on a summer day than to quaff this delicious water, free from all taste of nitrates and other salts that the saline deposits of the country give to nearly all the water of the province. The Pigue, the Currumalan Grande, the Sauce Corto, the 27 de Diciembre, etc, add millions to the value of Currumalan and are the greatest blessing in a country where water is at a premium and droughts are the bane of man and beast. Plenty of good water means fat stock on the camp, and water appears to have a greater effect in fattening than grass; the very fat condition of animals on the Rio Negro, for instance, in spite of droughts that last at times a twelve-month, is due to the water of the river; both cattle and sheep in Currumalan are in splendid condition, and the beef reminds one of the fat meat in England. Stock hereabouts thrives amazingly, and the sleek, fat appearance of the "rodeos" was striking.

Salt lakes, salt rivers, salt mines are a special feature of the plains of the Republ

PATAGONIAN EXPEDITION.

The following is an extract taken from a telegram sent by General Winter, to the Minister of War, referring to the Roa Expedition which left Chubut some 6 months ago with the object of exploring the Southern territory of Patagones. The expedition was composed of 85 men, 50 of which belonged to the 6th Regiment of Cavalry.

Comandante Roa has travelled over more than 270 leagues to the South of Viedma, meeting in his march Sahihuque, Inacayal, Foyes and Huincalao joined, and the other Caciques at the foot of the Andes, numbering in all some 300 fighting men, many of whom were armed with Spencer and Martini Henry rifles. The Indians were forewarned. They attacked our vanguard but were driven off, leaving 16 wounded; we having only two wounded, one rather badly. Unfortunately we were unable to follow them, owing to the smallness of our force, and the poor condition of our horses, which were then 6 months campaigning. Huincalao who cleared out in Nov. last from Choel-e-choel was informed that we were following him; he immediately made alliances with other tribes which in a great manner checked our movements. Comandante Roa has travelled and explored 700 some leagues, capturing some Indians and 'chusma' on his march. His forces are at present encamped at the Rincon de Santa Cruz, 20 leagues above Chupat, where he intends exploring a new road running along the sea coast; and at the same time he expects to come across Capitanejo Gervasio, who is roaming about the Penensola Valdes with 40 or 50 warriors. This was the Indian who recently invaded the valleys of the Rio Negro. General Winter has already sent forward a full report of the Expedition. Comandante Roa and his brave men deserve all praise for the businesslike way in which they have fulfilled their mission, which was one fraught with great danger, and which has cleared a vast tract of territory that will in a short time be smiling colonies.

REMOVAL OF THE PROV. GOVERNMENT.

The political curfew bell has tolled the knell of parting Provincialism, and the decree is at last published ordering the posse comitatus' of the Government of Buenos Aires to move out to La Plata before the end of the present month. As this edict was anticipated, its results have been overspeculated on, and although it is sad to part, we have been so long preparing to say good-bye to the Provincial Government of Buenos Aires, that now we feel the shock as little as the furniture vans that carry the Government house luggage to the railway station.

The wooden houses will be all put together and the various public offices in La Plata roofed in before Lady Day, so that we may surmise sufficient accommodation will be afforded the Government employees, to save them from the inclemencies of the weather or sleeping in the open streets upon 'recados.' One of our colleagues states that, to meet the exigencies of the new Capital, all the clerks of the Government House will live 'en garcou,' no wives or children will be admitted, until more houses are built or more wooden ones arrive from the United States.

Perhaps the most objective good likely to arise from this political hegira will be the Sunday pic-nics to La Plata we all promise ourselves when our friends and acquaintances move out. Buenos Aires every Sunday and holiday, will be as deserted as was Carthage when old Marius visited it, and the improved moral tone of those weekly fresh air excursions will possibly generate a sympathy at present denied to our ex-federalized fellow citizens.

Nor should we blame the Government clerks if they fly to the bowers of La Plata, where duty lies carelessly smiling at fame, since in all probability if they remained in the city they would be cashiered; and if we are to credit but one half of what we hear of the future of the wooden house town, the sacrifice now imposed upon those gentlemen will be amply recouped by the great advantages which as first settlers they secure in the destined commercial and political capital of this province.

Far from the madding crowd of Buenos Aires, these Government employees will have ample leisure to read up and improve their minds, and when it comes to their turn to run for Deputy to Congress, many of our public men may prepare to retire to private life, to make room for the deep readers and deep thinkers of La Plata. We have this fact each day evidenced before our eyes; the Provincianos, who come down to Congress, are invariably the best read men, since, away up in their native provinces they have time and leisure for study, which here in Buenos Aires is out of the question. We therefore congratulate those gentlemen on their removal to La Plata; in an economical point of view they are the gainers, since they can live out there for less than one half what it costs in Buenos Aires, whilst in a moral and intellectual light they may by application and study reach a distinction which they never could hope for in the old Government House in Calle Moreno.

THE LIEBEG EXTRACT OF MEAT FACTORY.

The Liebeg Extract of Meat Factory at Fray Bentos is, I believe, the largest of its kind in the world, and, as such, a description of what it is at the present day cannot be uninteresting to your readers.

Its having been placed where it is in the Republica Oriental is a great benefit conferred upon estancieros here, and its near proximity to the port of Fray Bentos has been the means of making this little town what it is at present, the busiest, for its size, of any that I have seen in the Banda Oriental.

I had long promised myself a visit to the factory, Mr. Croker, the manager, having kindly invited me especially to do so about a couple of years ago. My visit was decided upon, "on the spur of the moment," so to say, as a few minutes before starting I had not the slightest intention of going. I had gone to Palmira to take the steamer for Buenos Aires, and I found when I got there that there was none that night, and that I should have to wait until next night. A steamer going up river, the "Cosmos," coming in sight at the time, a "happy thought" struck me, and I ran across to the agency to see if I could go up with it to Fray Bentos, and, at the same time be able to see the Factory. Finding I should have a whole day there, I took out my ticket and went on board, arriving at Fray Bentos at 11 p.m.

Determined to make a day of it, next day I started for the Factory at half-past seven, a.m., getting there in less than half an hour. There is a coach that plies between the town and the factory all day, fare one real. But I did not go by this conveyance, for being unacquainted with the locality, I was endeavouring to find my way along, and inquiring of a man with a trap the way to the Factory, he answered, "I am going there, jump in and I'll take you," so that I took the seat beside him at once, and got to the Factory before the diligence.

As soon as I arrived I was shown into the waiting-room, a commodious one, with a large table in the centre, and an extensive library occupying one side of it, well stocked with a choice collection of books for the use of the employees. To me it looked more like a club-room, for the table was strewed with a number of Buenos Aires and Montevideo newspapers, and also several European periodicals and magazines. Here also stands the sideboard with samples of the product of the Factory that were exhibited at the Continental Exhibition, held in Buenos Aires in 1882. The other sides of walls are hung with maps of the estancias belongnig to the company, around Fray Bentos. They comprise a good large area of fenced land, and at present some 25,000 novillos are deposited and scattered throughout the different lots. From this room branch off the offices wherein the business of the establishment is carried on. After waiting a short time here, during which Mr. Croker was advised that I wished to see him, the messenger returned with a note from him to say that I was to be sent up to the house. On arriving at the manager's dwelling-house I was met by him at the door of a small conservatory, and ushered into a sitting-room, or rather study, and here, let me say, that I was extremely gratified at the manner of my reception by him, and also by all the members of his family, to most of whom I was a perfect stranger; and to whom I am most thankful for having been the means of making the day a truly pleasant one to me.

The road from the town of Fray Bentos winds along the banks of the river. It has been made by the company at a great outlay, no doubt, for besides two bridges, and great cuttings in the cliff, they have built a high seawall and levelled the road as well. The wall is built of stone and defended by a fine row of willows, closely planted in the water to break the force of the waves.

After passing one of the bridges, we come upon the company's ground, and here we find quite a small town, all the cottages built of brick, with tile, galvanized iron and thatched roofs, all embowered in trees and runners, and kept very neat and clean. A road leads up to the Factory, which we enter by an arched gate, to the right and left of which we see a number of cottages built exactly alike, and all belonging to the company, As this is the entrance, I shall begin by trying to describe the various industrial departments as we go along:—

First comes the Laboratory, a large building apart from the others; this we did not go into, as it was closed at the time. The tinsmiths' workshop adjoins it: here are made all the tins required for Extract, tongues, &c. It is a large place, and several men are employed in it.

The foundry and blacksmiths comes next. Here all sorts of work is being done, from the most common to the finest. I was shown a beautiful little engine that was driving the turning lathes at the time. This was made here, and shows the class of men who are employed in this department.

Coming through a gate here, we come upon an immense galpone, where the killing and skinning is carried on in a sort of wholesale manner, from 1,000 to 1,100 being the usual quantity killed every day during the season, which generally lasts from December to May every year, and sometimes later, according to the condition of the stock.

The corrales and method of killing are more or less the same as at all saladeros, with one exception, that instead of horses to drag up the animals to be slaughtered, Mr. Croker has invented a cylinder, which he calls the "Caballo Ingles," driven by steam-power, which does the work much better and more expeditously.

After the animal is dragged to the trolly it is "desnucado," then taken to the skinning platform, skinned, cut up and bones completely denuded of flesh. The bones, &c., are then wheeled into large vats, where the grease is extracted, after which process the refuse is taken out of the vats and put out to dry for guano. Some of the bones are set apart—those are used for making knife-handles, &c.

The beef goes into large, square, open vats, where it is boiled to "rags," it is then taken out pressed and dried on large platforms laid with "baldozas," where men with large wooden rakes keep turning it over until dry, when it is baled for pig's meat or manure.

After the meat is taken out of the pot the soup, as we will now call it, is allowed to run out into coolers, where the fat, rising to the surface, is taken out; the soup then passes through several pipes and retorts, being heated with steam all the time, and, finally, passes into what we shall call evaporizers, where it acquires a sort of consistency. The process is such a peculiar one, for herein lies Baron Liebeg's invention, that not having a knowlenge of chemistry, I find it impossible to give the technical names of each phase of said process.

To the left of this department we see, first, the grease factory, which is connected with the killing-ground (as are all the others also.) Here we see the mouths of a great number of vats, where the bones, grease, &c., is put, and is taken off the ground in huge barrows, and, steam being put on, the grease passes through a refining process, the purest drawn off into tins or barrels, and the inferior into pipes for soap-making purposes, &c. The last goes principally to Valparaiso, the other commands an easy sale in Europe, and is in great demand at present.

The refuse of the vats, after being dried, is mixed with the dried blood and ground in large mills, is bagged and shipped as guano. This is a large department, and is now one of the most important connected with the industry.

Next to the grease we find the hide-curing galpon. This is also a very large one, and connected, as all are, with the pier, for shipping, byt rucks on rails, all the 'produce of the factory.

After the hides are taken off they are cleaned of any pieces of meat that may have remained on them, then the useless pieces are cut off (these are used for making glue); then theya re thrown into vats full of brine,, where they are allowep to remain a short time, after whiohy ds, are taken out and arranged in healin with layers of salt between each, de this shed there were 24,000 hides pthle up, and a ship was in the harbourrea dy to take them on board, and which she was to commence doing the day after I left. A ship was loading guano the day I was there.

Adjoining the skin-shed there is another, the bone and refuse deposit—a very large one. Alongside the killing-ground, further to the left, looking from the entrance, is the jerked meat shed. Here large piles of salted beef are to be seen, where, after lying a certain number of days to be cured, it is put on palisades to dry, a large area of land being used for this purpose; for, as well as Extract of Meat, they have here this industry also, and a lucrative one it must be still, seeing that most of the saladeros in the Plate still continue utilizing the beef in this manner.

Again, to the right of the Extract of Meat department are to be seen the boilers and engines of the large guano-preparing shed (which looks like a hnge flour mill.) The tongue-curing and canning-house, the immense water deposit and pump-room, the large deposit of coal, and innumerable other places where different industries are carried on, and which it is impossible to describe by such a short visit as mine.

The management of such a place as this is truly wonderful. The cleanliness observed throughout, and the clock-like manner in which the whole work is carried on, reflects great credit on the manager and the managers of the diffsrent departments under him.

No doubt, a great deal of what we see has been planned and laid out by the late manager, Mr. Gheibert, whose industry must have been untiring; still the energy displayed by Mr. Croker, in carrying out his predecessor's ideas, to the satisfaction of the pockets of the company, is well worthy of praise.

The manager resides in a good substantial house, built in very good taste, and very prettily situated, overlooking the river Uruguay, and the Entre Rios side of it as well. The centre of the house consists of a beautiful room, built in the Pompeiain style, with very tastefully oil-painted walls. From this room branch off all the others; drawing, dining-rooms, &c., all most commodious and neat, but not gaudy.

The house looks more like a suburban villa than a town house. It is surrounded with terraced gardens, and pretty walks down to the river, where it terminates in a drive which goes all along the river edge. Innumerable varieties of trees, both fruit and others, fill the gardens, and, what fixed my attention most, was a beautiful grove of bananas, growing in the greatest luxuriance. What with fountains, aviaries, flowers, &c., the whole place is quite as lovely a residence as any English nobleman could desire.

The whole of the factory, streets, dwelling-house, &c., is lighted up with gas, manufactured at the company's gas works, which are situated in a small valley, not far from the killing place'

I forgot to mention that over 600 men are employed on the premises. This, itself, shows the gigantic concern that I have but meagerly endeavoured to describe.

After lunch, Mr. Croker's son was kind enough to invite me to take a ride into the camp to inspect the troops of cattle as they came in, and I was frirly surprised at the beauty of the land around Fray Bentos and their uniform quality of goodness; Camps both good for sheep and cattle.

The troops of cattle that I saw coming in to be killed at the Factory, would make a Buenos Airean butcher's teeth water to see them. One troop especially drew my attention, it was composed principally of very large "novillos," some of them ever eight or ten years old; they were from the department of Salto, near the frontier of Brazil.

Having seen the cattle, we returned by another road that led us through the town of Fray Bentos, a pretty little place, and very clean, containing some very good houses, quite as good as are to be seen in Buenos Aires or Montevideo. I also noticed some very large stores and well stocked. The streets are lighted up during the night. There is a long pier into the river, with seats here and there throughout its whole length.

Outside the town there is a beautiful quinta, belonging to the late Mr. Young, and where his widow now resides, quite equal to any around B. Aires.

We arrived at the house just in time for dinner. As for one, did, I hope, full justice. We had just finished, when the little steamer belonging to the factory whistled. This was a signal to tell us the "Rio de la Plata" was coming into the harbour of Fray Bentos, After bidding adieu to the ladies, we walked down to the company's pier, and getting on board the little steamer werre in a few minutes taken alongside the "Rio de la Plata," Mr. Croker and his son accompanying us to the ship's side. We separated with regret, on my part at least, and with a promise to renew my visit at no very distant date.

Yours, &c.,

A. D.

NEW TRAMWAY SCHEME.

Tramways, Tramways, thy very name is Buenos Aires. In no other part of the Globe is there a greater tramway traffic, or a more extended tramway service than in this city. Yet with all our trams, bells on our horses, and horns sounding at every street corner, our tramway service fails to meet the greatest of all wants in this city, namely a tramway vasura service. For 2½ years we persistently labored in the Municipality to reform the present vasura service, but owing to influences not necessary here to discuss, all our efforts proved useless, the interests in the present wretched system being too strong to be disturbed.

Manuel de la Serna & Co. now come before the Lord Mayor with a vast tramway vasura scheme, which will meet the want long felt, and if carried out will rid the town of those most offensive of all nuisances, the vasura carts. It is difficult to say why the existing tramway companies have never thought proper to bid for this service, since in Montevideo the tramways carry the vasura to the outkirts. We suppose that the passenger traffic of the town is so great that they are unable to meet any more.

The following is Messrs Serna & Co.'s project, which at our leisure we shall further discuss:—

To the Rt. Honble The Lord Mayor.

Your Lordship.

The undersigned, impelled by considerations of founding in this municipium an important enterprise for a better system of transit, to meet the imperious and ever increasing demands of traffic, industry and public health, which in every sense such a system if perfect would, and the movement at present being entirely confined to a passenger service, come before your Lordship with a project contained in the following articles, for which they crave an attentive perusal.

Art. 1. The promoters undertake to construc wtithin a term of three years counting from the day on which this proposal is accepted by you, a network of tramways with double line, and on principles the most combined and perfect, throughout the extent of this municipality; the conditions to be as follows:—

1. The lines will be parallel and run throughout the municipium in its entire extent, for the purpose of affording facilities in the conveyance of merchandize, manufactures, and any raw material pertaining alike to commerce or industries. It affords also despatch in the removal of incumbrances, such as the debris of houses etc. and in the carriage of building materials for houses or moles where stone and iron are required, besides being of the utmost use when large boilers and other heavy industrial apparata are in question.

2. The company will promote dispatch and economy in the cleaning of the city, providing the elements most necessary for its better cleanliness and public health.

3. The company will provide for passengers swift, elegantly built coaches of two classes, 1st and 2nd; the price of the 2nd class being one half that of the 1st, which will be arranged with the Lord Mayor.

4. The company will lay before the Lord Mayor all the plans and models of the waggons to be placed on public service, for his approbation and advice.

5. The company will undertake the city cleansing for 30 o/o less than the sum now paid by the honorable Corporation.

6. The lines in general will have a siding curve in the centre of every square, and curves in different directions, so that the waggons may not interrupt the traffic on the trunk lines.

7. The double lines or ways to constitute the plan will occupy a breadth equal to that occupied by the passenger lines at present working in this city; that is to say, each single way or line will occupy, in its entire extent, half of the breadth actually taken by the passenger lines.

8. Between ways there will be a vacant space of 35 centimetres.

9. The cars will be drawn by two, three, or four horses, at a slow pace, and in case of passengers not faster than a trot.

10. The company will have a right to the traffic indicated in perpetuity, or on the same conditions as the other tramways of the city.

11. The company binds itself to begin the work of laying down the lines within a year from the approval of the clauses contained in this proposal.

12. Models of the different carriages or waggons to be used by the company will be opportunely presented, as exacted by your Lordship, and submitted to your judgment for the approval of the conditions.

13. The company will establish stations in the public plazas and most suitable places, taking advantage for the purpose of the general rights of the Expropriation Law, but all in conformity with your Lordship's views.

14. In view of the importance of this great enterprise, that will endow the Capital of the Republic with some of the most perfect conditions of transit possible, and that will lead wealth and riches to the remotest parts of the city, tending thus to form a species of equilibrium, giving a new relative value to all lands within Municipal bounds, holding out most advantageous prospects for activity and industry, offering an economy to the commercial interests of this city hitherto unknown, offering an easy approach to the Government offices, public buildings, etc., and arranging for the cleansing of the city on the most advantageous conditions.

The undersigned appear before your Lordship with a conviction that such a right to public traffic as that solicited in the articles above expressed and in the manner above indicated will be granted; once effected and set going, such rights are to be guaranteed as long as suits the company, or as long as the company can carry it on, and all assistance with regard to the legal and practical measures necessary for the execution of this kind within the Municipium.

Therefore I ask your Lordship to consider me in possession of a preferential right by virtue of having presented this project which I beg may be considered and approved of as soon as possible and for ends shown.

It is justice.

Manuel de la Serna y Cia.

ROSARIO.

(From our own Correspondent.)

February 29th.

It is curious to study the different phases through which the popular saturnalia of Carnival has passed in this country. How Carnival was first introduced into the Plate is probably not known. It was never generalized amongst the nations of Spanish origin, except in the island of Cuba. In Chile it does not exist, that is as a saturnalia, as in this Republic, and, even here, it is mostly confined to the Litoral, and I think the celebration of Carnival was first introduced into Buenos Aires and spread slowly to the provinces; but, even now, Carnival in the interior cannot be called a saturnalia. No such license is allowed as is common in the Litoral. In the interior Carnival is played with a certain discriminating respect for persons.

Carnival in Rome is unchangeable, so it is in Cuba; in both places the authorities have little to do, for the people follow traditional customs, which are recognized by every one, license extendig to an certain point and then stopping. In this country, however, Carnival has become repugnantly gross. In the time of Rivadavia the lower orders played amongst themselves; respectably dressed persons might with safety walk the streets. The better classes played inside their houses with battles of essences, flowers, and such battles very often degenerated into a jolly combat with tins and buckets of water, that left the girls, as well as the men, drenched to the skin. The streets were left pretty much to the lower classes. In Rosas's time there was a change. It was the policy of that Argentine Nero to break down social distinctions. The plebs were allowed unlimited license, and encouraged to molest as much as possible the *cajetilla*, as people who wore good clothes were called. The good plebs were quick to profit by the license, and hence originated the use of eggs, bladders and paper bags of dirty water, rotten fruit, coloured powder, and filth of every kind. This soon became insupportable, even to Rosas, who, with one stroke of his pen abolished Carnival. During the res, of his reign not a little nigger dared to squirt a drop of water in the streets. After the disappearance of Rosas Carnival was revived, but it contained much of the grossness it acquired in the time of the tyrant. Eggs, either na rtruialo mitation, full of water that, as a rule, was not very nice, and water *ad libitum*, were the arms used for many years, and candour obliges me to confess that the fun was "fast and furious" in all ranks of society. the boys and girls enjoyed themselves infinitely more over a tub of water than they do now with the aristocratic pomito. In fact, it is my opinion the pomito will be the proximate cause of the death of Carnival in this country. We see it degenerating every year. The addition of the Corso scarcely keeps it alive. Carnival is really played now in the suburbs, and with buckets of water. What is there of Carnival in a man squirting a few drops of water on a female he has never, perhaps, spoken to, and with a face as serious as if he was pouring forth a libation to the gods? Yes, the pomito will be the death of Carnival, and it will be a great pity.

It is very well for such old fogies as you, *Standard* folks, but for us of a younger generation, we yearn for a return of the old times, when we were bodily carried off by a half score of laughing and lovely damsels, with their drapery sticking as close to the body as the scales to a fish, and soused into a huge bathing-tub, as was done with Mr. Oroño on one occasion, when he was Governor; and, for all that, he was the best Governor we ever had. The Carnival of these days was a Bacchante, with loose hair and scanty raiment. The Carnival of to-day is a severe matron, with a long train and painted cheeks, who performs the Corso with a face as if she was going to a funeral.

Our wheat-growers last year made little fortunes; all their grain sold at very high prices, altogether too high, as it turned out, for the buyers made no money. The farmers, however, did not pay much attention to this fact but thought of nothing but widening and extending their wheat fields. It was a rivalry amongst neighbours as to who would get in most seed, and the consequence has been anything but profitable. The land was hastily and imperfectly cultivated, as a general rule. The old lands, which give a plentiful crop of weeds, were not ploughed at the proper time, and the weeds all seeded, and when the proper time came they choked up the wheat, and no peons were to be had to clean the great fields. The consequence was, in a great many instances, throughout the province, the yield was very small—seven or eight bushels to the acre. These fields of wheat and weeds were, of course, more difficult and expensive to harvest than clean fields. Then, again, when the waving expanse was acquiring a golden tint, filling the mind of the beholder with flattering expectations, the difficulty of labour cropped up. There was not a sufficiency of peons in the province to gather the big harvest, and the farmers had to bid against each other for hands, until as much as seventy Nationals a month was paid, with food, for workmen (£13 17s. 6d.) Only a very high price for grain, and an average yield, could cover such heavy expenses, and we have neither the one nor the other. The price of wheat is lower than it has ever known to have been. The wheat is warehoused, and the province will have a large surplus of excellent grain to export, but the farmer, in most cases, will have barely covered his expenses, and all through two much greediness. If, instead of throwing all his force into ploughing and sowing the largest possible breadth of land, he had properly cultivated a modest field, he would have been a wiser and a richer man.

W. P.

THE CITY MOVEMENT.

The Board of Health Department in this city publishes a monthly boletin which is a more truthful index of the movement of the town than anything else published in this city. The returns are for the month of last December, and will much interest many of our readers.

The tramway traffic for the month was as follows:—

Tramways.	City of Buenos Ayres.		Anglo-Argentine		Central		Bocas and Barracas		Belgrano		Total
	56,704	63	41,852	45	25,237	32	13,502	10	2,943	1	149,359
Extension.	1,600		681		536		300		98		176
Coaches.	320		260		150		98		2,317		2,943
Horses.	9,310		6,847		3,100		2,317		147,100		1,114
Employés.	420		260		150		98		2,317		1,114
Trips.	32,388		16,847		9,310		2,317		147,100		73,779
Passengers.	875,912		362,204		297,340		147,100		239,850		2,023,506

The following are the returns of the railways:—

Railways.	Kilometres.	Locomotives.	Passenger cars.	Goods waggons	Passengers.
Western..	458.	36	67	1009	51,526
Southern..	564.	37	119	1134	58,873
Northern..	29.874	10	34	56	63,612
Campana..	56.511	8	19	280	16,400
Boca and Ensenada	31.020	10	20	228	85,331
	1,189.402	97	254	2471	275,542

The City Lighting service was as follows for the month:—

Gas (1)—
- Number of gas lamps.... 3,304
- Cubic metres consumed.. 96,120
- Cost..... $m/n 14,561

Kerosene—
- Numero de faroles de kerosene encendidos..... 1,968
- Cantidad de kerosene consumido lb 18,260
- Costo mensual de este alumbrado..... $m/n 2,519

Limpieza publica—
- Toneladas de basura estraida..... 6,670

(1) Si encendieron tambien 27 faroles sistema Siemens cuyo costo en el mes es de 368 pesos m/n.

Vehicles in the town—		
Carriages....	First class.....	131
	Second do.....	539
	Plaza.....	443
Tilburrs y jardineras	4 wheels	117
	2 do.	676
	4 do.	546
Carros	2 do	2730
	Total.....	5182

Hospitals—	
Women.....	174
Buenos Aires	183
San Roque (2)	204
San Luis	76
Militair.....	203
Italian (3)	117
Spanish	56
French.....	44
English.....	35
German	23
Casa de Aislamiento.....	26
Total.....	2143
Public Charities—	
Casa de Expositos.....	957
Asilo de Mendigos.....	351
Id Buen Pastor.....	134
Id Huérfanos.....	302
Id Invalidos (1)	68
Id Immigracion	976
Id Maternal	704
Total.....	3492
Lunatic Asylums—	
Las Mercedes.....	407
Mujeres dementes.....	439
Total.....	846
Mortality, Cemeteries—	
Norte.....	264
Chacarita	392
Ingles.....	18
Total.....	674

Markets.	Beef.			Sheep.			Poultry, Vegetables and Fruit.
	Central	2,726					
	Plaza	2,432					
	Florida	786	7,940				
	Independencia..	802	5,381		Carneros.		
	Lorea	320		4,348			
	Libertad	1,012		2,096			
	General Garibaldi	4,000					
	Rivadavia.....	1,945					
	Pilar.....	512					
		650		3,609	Corderos.		
		650		464			
		50					
		1					
		440					
		150					
		50					
		50					
		436		1,134	Carneros		
				510			
		7					
		76					
		76					
		76